CITY OF RIVERSIDE

**COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT** **PLANNING DIVISION**

# *DRAFT NEGATIVE DECLARATION*

WARD:1

1. **Case Number:** P18-0199 (DESIGN REVIEW), P18-0200 (VARIANCE), AND P18-0958 (VARIANCE).

2. **Project Title:** 220 Laboratories Warehouse.

3. **Hearing Date:** TBD.

4. **Lead Agency:** City of Riverside
Community & Economic Development Department, Planning Division
3900 Main Street, 3rd Floor, Riverside, CA 92522

5. **Contact Person:** Alyssa Berlino, Assistant Planner
**Phone Number:** (951) 826-5628

6. **Project Location:** The project site consists of two parcels that occupy frontage along the north side of Third Street. Site 1 is located at 2321 Third Street and has a corresponding Assessor Parcel Number of 210-190-032. Site 2 has an assigned legal address of 2375 Third Street and a corresponding Assessor Parcel Number of 210-190-030.

7. **Project Applicant/Project Sponsor's Name and Address:**

Mr. Darren Puffert,
Calvert Architectural Group,
3801 Long Beach Boulevard, Long Beach, CA 90807.

**Preparers:**

Mr. Marc Blodgett, Project Manager
Mr. Bryan Hamilton, Project Planner
Blodgett Baylosis Environmental Planning
2211 South Hacienda Boulevard, Suite 107, Hacienda Heights, CA 91745

8. **General Plan Designation:** B/OP, Business/ Office Park Industrial

9. **Zoning:** *I*, General Industrial

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**10. Description of Project:**

The project is a proposal by Darren Puffert of Calvert Architectural Group on behalf of 220 Laboratories to consider the following entitlements for the construction of a 26,076 square foot warehouse: 1) Design Review of project plans; and 2) a Variance to allow a reduction in the required number of parking spaces. The project site is located at 2375 Third Street, situated on the north side of Third Street, between Park and Franklin Avenues, in the I – General Industrial Zone, in Ward 1. The project elements are described below:

*Project Site*. The project site consists of two parcels: 210-190-030 (Site 1) and 210-190-032 (Site 2). Site 1 consists of 3.62 acres and has a lot depth (north-south) of approximately 600 feet and a lot width (east-west) of approximately 260 feet. Site 2 totals 6.62 acres and has a lot depth (north-south) of 661 feet and a lot width (east-west) of 436 feet.

*Site 1, Building 1*. Site 1 is currently occupied by an existing 63,381 square-foot building. This building (Building 1) consists of 6,125 square feet of office space (including a 2,943 square-feet office mezzanine), 34,510 square feet of manufacturing space, and 22,746 square feet of warehousing space (including a 658 mezzanine floor warehouse). Renovations performed to the existing Building 1 will consist of interior repartitioning. A total of 916 square feet office floor area and 14,116 square feet of warehousing space will be remodeled and repurposed. The interior renovations will provide an additional 2,624 square feet of office floor area and an additional 12,744 square feet of manufacturing space. In addition, a new 498 square foot manufacturing building will be constructed. This new building will be located north of the existing Building 1. Once complete, Building 1 will consist of 7,833 square feet of office space, 47,752 square feet of manufacturing space, and 8,630 square feet of warehousing space. Building 1 will have a total floor area of 64,215 square feet (including the new 498 square foot manufacturing building). Overall, the building will increase in size by a total of 336 square feet.

*Site 1, Building 2*. A new 26,076 square feet building consisting of two units (2A and 2B) will be constructed in the northern portion of Site 1. This building will contain 235 square feet of office space, 21,841 square feet of manufacturing space, and 4,000 square feet of warehousing space. Unit 2A will total 13,588 square feet of floor area, while Unit 2A will consist of 12,488 square feet of floor area.

*Site 2, Building 3.* Building 3 occupies Site 2. This building has a total floor area of 137,394 square feet. Of the total amount of floor area, 7,515 square feet is dedicated to office space and 128,275 square feet is used for warehousing. Following construction, the total floor area for Building 2 will remain unchanged; however, a total of 19,051 square feet of warehousing space will be repurposed into manufacturing space. The Building's new square footage breakdown is as follows: 7,515 square of office space, 19,051 square feet of manufacturing, and 109,224 square feet of warehousing.

*Parking*. A total of 318 parking spaces will be provided. The amount of parking that will be provided does not meet the City's minimum parking requirements. In order to meet those requirements, the project Applicant would need to provide an additional 120 parking spaces to reach the City's minimum parking requirement of 438 spaces. Therefore, the Applicant will be required to obtain a Variance since providing additional spaces is not considered feasible.

*Access*. The project site has frontage along the north side of Third Street. The site features two driveways that provide both ingress and egress with Third Street. Park Avenue, which extends along the west side of the project site in a north-south orientation, facilitates access to Site 1 from the west. The project site's westernmost driveway, referred to as the primary driveway, is a 30-foot wide shared driveway located along the north side of Third Street. This driveway separates the two parcels and access to these parcels through the driveway is permitted under a Reciprocal Access Agreement. The easternmost driveway provides access to Site 2.

*Landscaping*. Approximately 26,400 square feet of new landscaping will be provided on both properties. Site 1 will contain 9,462 square feet of landscaping. Site 1 presently contains 973 square feet of landscaping, of which 756 square feet of landscaping will be removed and replaced with approximately 9,245 square feet of landscaping. Site 2 will feature a total of 17,213 square feet of landscaping. The site is currently devoid of landscaping.

The proposed project is summarized below in Table 1.

**Table-1**
**Project Summary Table**

| Project Element | Description |
|---|---|
| **Site Area (Site 1)** | 157,758 sq. ft. (3.62 acres) |
| Existing Building Floor Area (Building 1) | 63,381 sq. ft. |
| Future Building Floor Area (Building 1) | 64,215 sq. ft. |
| Floor Area of New Construction (Building 2) | 26,076 sq. ft. |
| Total Floor Area of Unit 2A | 13,588 sq.ft |
| Total Floor Area of Unit 2B | 12,488 sq.ft |
| Office Space (Building 2) | 235 sq.ft. |
| Manufacturing Space (Building 2) | 21,841 sq.ft |
| Warehousing Space (Building 2) | 4,000 sq.ft |
| Floor Area of New Small Structure (Site 1) | 498 sq. ft. |
| Total Increase in Floor Area (Building 1) | 336 sq. ft. |
| Floor Area Ratio (FAR) | 0.57 |
| Building Height | 35 ft. 8 in |
| Landscaping | 9,462 sq. ft. |
| Parking Spaces | 49 Spaces |
| Site Area (Site 2) | 288,367 sq. ft (6.62 acres) |
| Existing Building Floor Area (Building 3) | 137,394 sq. ft. |
| Area of warehousing space to be converted to manufacturing space. | 19,051 sq. ft. |
| Floor Area Ratio (FAR) | 0.47 |
| Building Height | 37 ft. |
| Landscaping | 17,213 sq. ft. |
| Total Parking Spaces for Site 1 and Site 2 | 269 spaces |

Source: Calvert Architectural Group, Inc. *220 Laboratories Site Plan*.

The site's existing tenant will continue to operate from the site once the building modernization project has been completed. The site is occupied by 220 Laboratories, a manufacturer and supplier of private label beauty products, facial products, and body products. The company was established in 1991 and has occupied the site since. The tenant (Applicant) currently transports liquefied petroleum gas (LPG) and other compounds to the project site as part of the manufacturing process. Operations will take place between Monday through Thursday and will be spread over two shifts. The first shift (day shift) will commence at 6:00 AM and will end at 4:30 PM, while the second shift (night shift) will begin at 4:30 PM and will terminate at 3:00 AM.

A total of 254 employees currently work during the day shift while 134 employees will occupy the site during the night shift. The renovations and new construction will accommodate an additional 12 new employees during the evening shift once the project is complete. The project will facilitate future company growth by providing additional capacity for expansion. 220 Laboratories is expected to add an additional 26 new jobs for the day shift and 16 new jobs for the night shift through the next ten years, bringing the total potential employment to 442 jobs (280 day shift and 162 night shift jobs). The construction of the phase for the proposed project would take approximately nine months to complete. The key construction phases are outlined below:

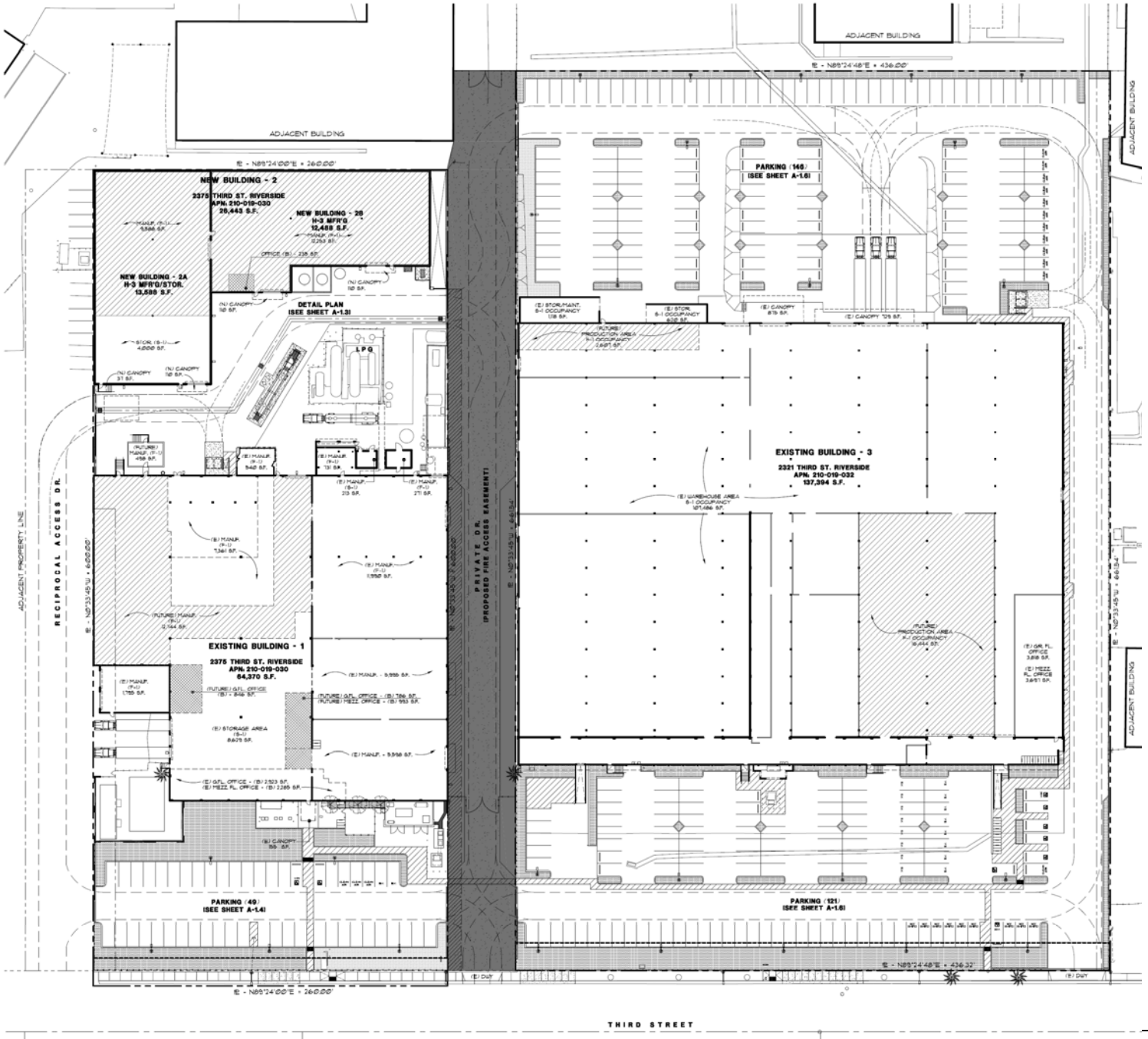
- *Site Preparation.* The project site will be readied for the construction of the proposed project. This phase will take approximately one month to complete and will involve the removal of the pavement. The project site will be graded and trenched during this phase. This phase will take one month to complete.

- *Construction.* The proposed improvements will be completed during this phase. This phase will take approximately four months to complete.

- *Paving*. This phase will involve the paving of the site. This phase will take approximately one month to complete.

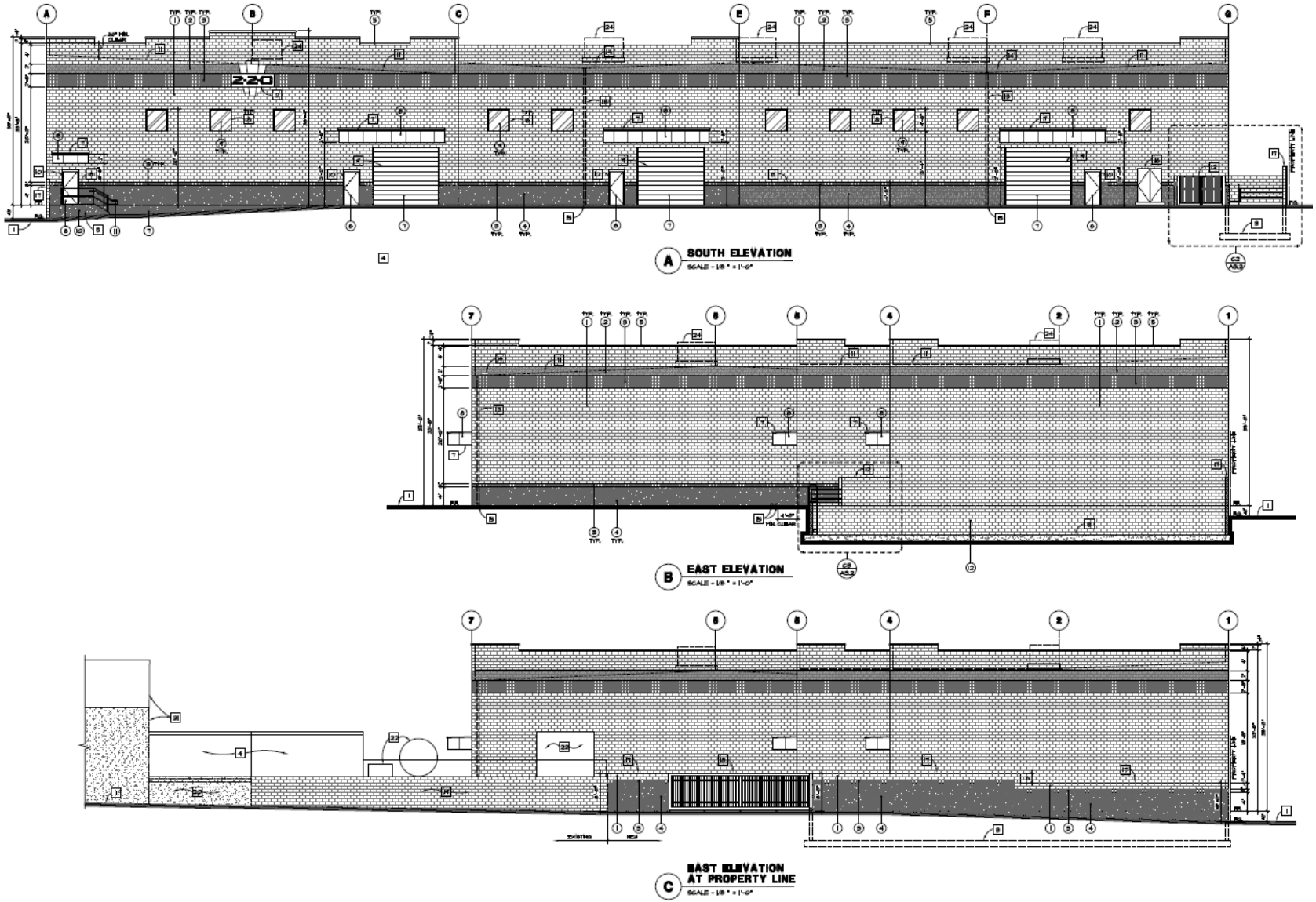
- *Landscaping and Finishing.* This phase will involve the planting of landscaping and the completion of the on-site improvements. This phase will take approximately two months to complete.

The proposed site plan is shown in Exhibit 1 and the building elevations are provided in Exhibits 2 through 3.

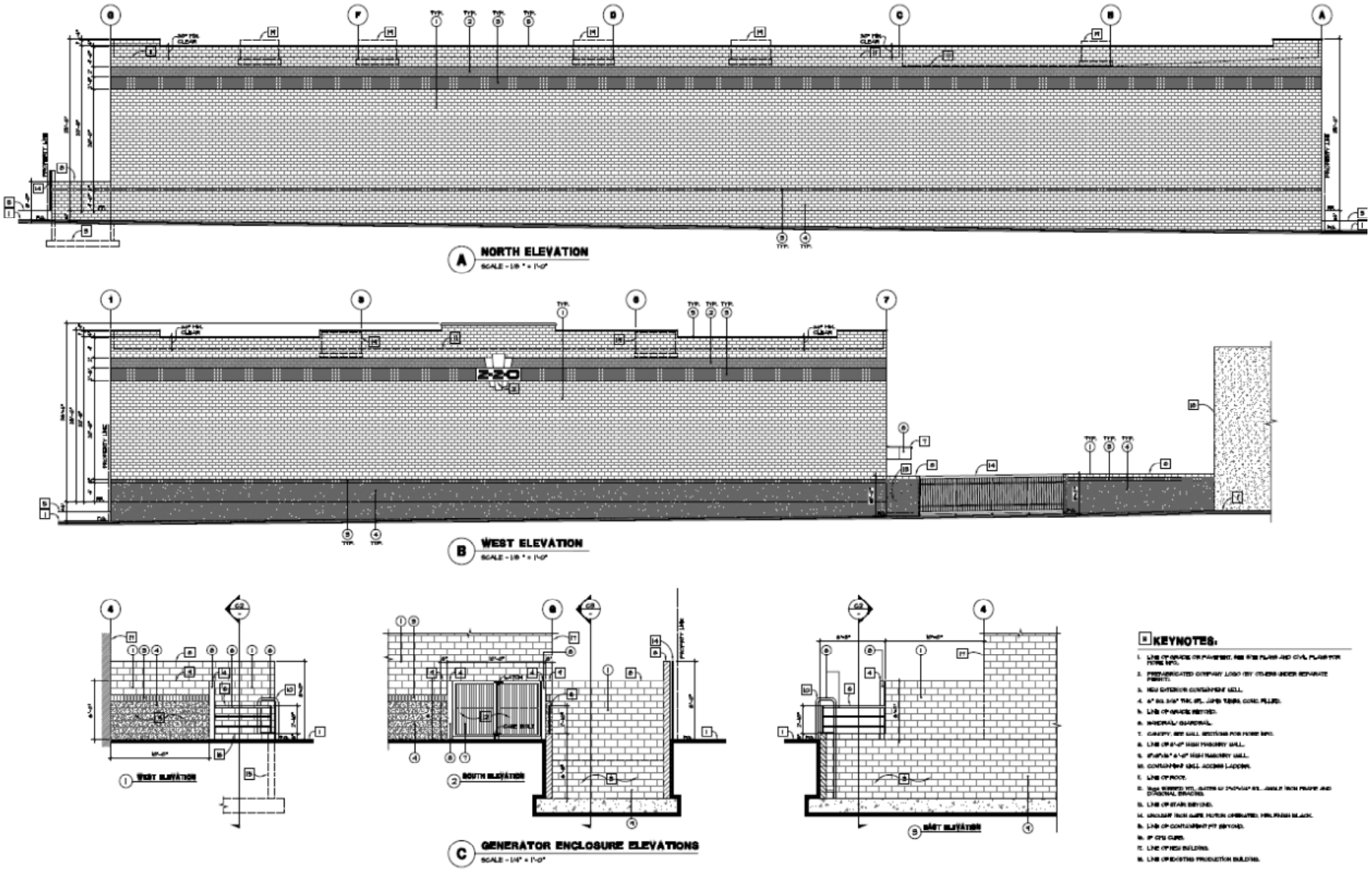



North

**EXHIBIT 1**
**CONCEPTUAL SITE PLAN**
SOURCE: CALVERT ARCHITECTURAL GROUP, INC




# EXHIBIT 2
# CONCEPTUAL ELEVATIONS
**SOURCE: CALVERT ARCHITECTURAL GROUP, INC**




# EXHIBIT 3
# CONCEPTUAL ELEVATIONS
**SOURCE: CALVERT ARCHITECTURAL GROUP, INC**

**11. Surrounding land uses and setting: Briefly describe the project's surroundings:**

A regional map is provided in Exhibit 4, a citywide map is provided in Exhibit 5, and a local map is provided in Exhibit 6. In addition, an aerial photograph is provided in Exhibit 7. The following land uses and development are located near the project site:

*North of the project site.* Industrial uses including PSC, an environmental and hazardous waste remediation firm, and Homegrown Organics, a produce supplier, abut the project site to the north.

*South of the project site.* Third Street extends along the site's southern property line in an east-west orientation. Various uses including a County Maintenance building, unoccupied strip commercial, and residential units are located on the south side of Third Street, opposite the project site.

*East of the project site.* A Business Park occupied by Victor Electric, Inc.; Same Day Signs; and Lawrence Doors abuts the project site to the east. These uses occupy frontage along the west side of Franklin Avenue.

*West of the project site.* Park Avenue extends along the site's western property line in a north-south orientation. Blue Banner Company, a produce supplier and shipping company, occupies frontage along the west side of Park Avenue.

The site is presently occupied by multiple buildings totaling 200,775 square feet of floor area. The site's tenant is 220 Laboratories. 220 Laboratories is a beauty products manufacturer that was established in 1991 and has a staff of over 200 employees. The site in its current state is covered over in dilapidated pavement, dirt, and is fenced off with a chain link fence. There are no drainage facilities located on-site and minimal vegetation is present. The vegetation that is located on-site consists of mature ornamental trees. The rear portion of Site 1 contains four above-ground storage tanks containing liquefied petroleum gas and other various materials and containers. These containers are no taller than 12 feet. Lastly, the buildings that occupy the site exhibit blight and feature no architectural enhancements.

| | Existing Land Use | General Plan Designation | Zoning Designation |
|---|---|---|---|
| **Project Site** | Manufacturing | Industrial | Industrial |
| **North** | Industrial | Industrial | Industrial |
| **East** | Industrial | Industrial | Industrial |
| **South** | County Facility and Strip Commercial | Industrial/General Commercial | Industrial/General Commercial |
| **West** | Industrial | Industrial | Industrial |

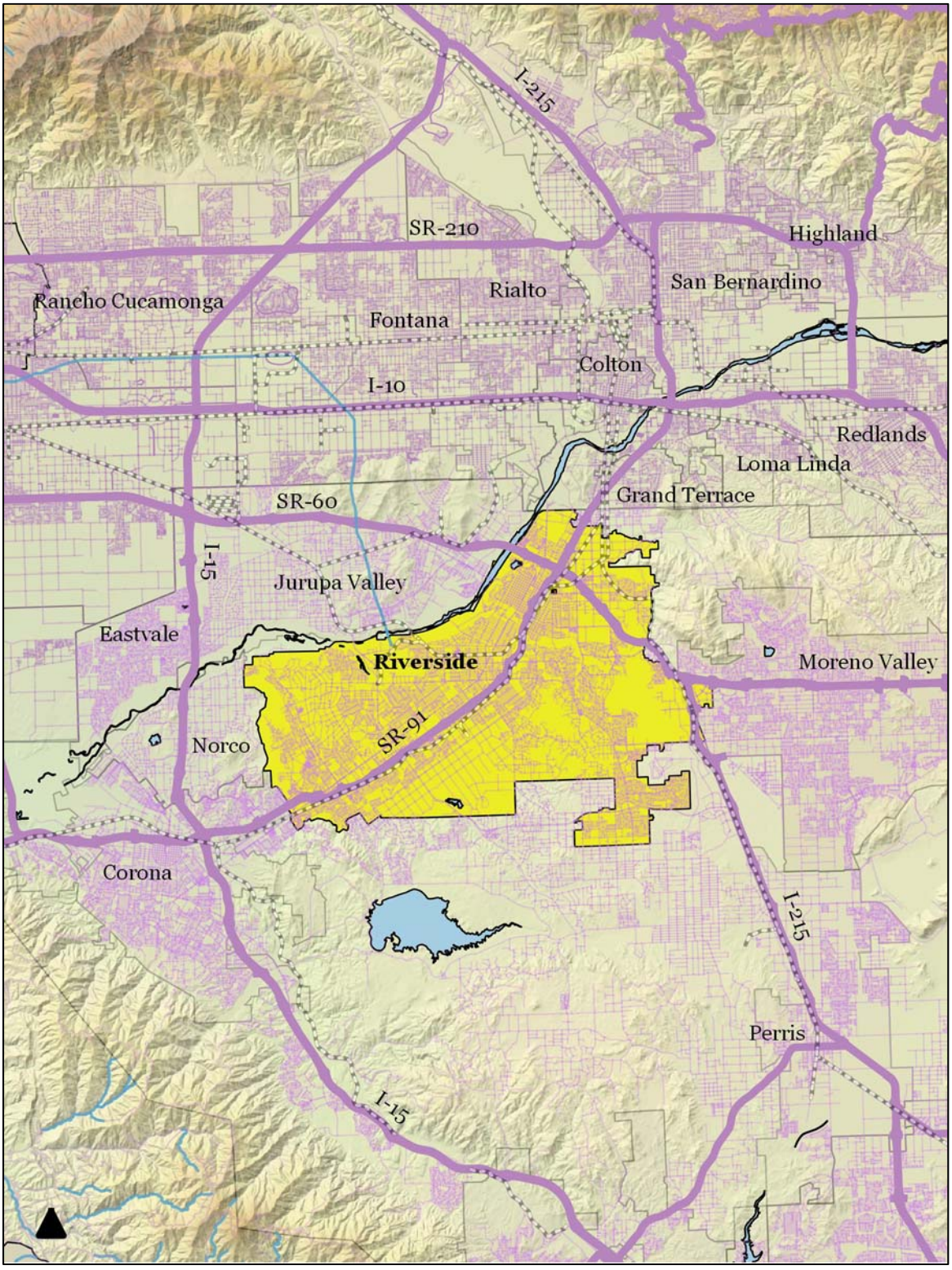



**EXHIBIT 4**
**REGIONAL MAP**
**SOURCE: QUANTUM GIS**

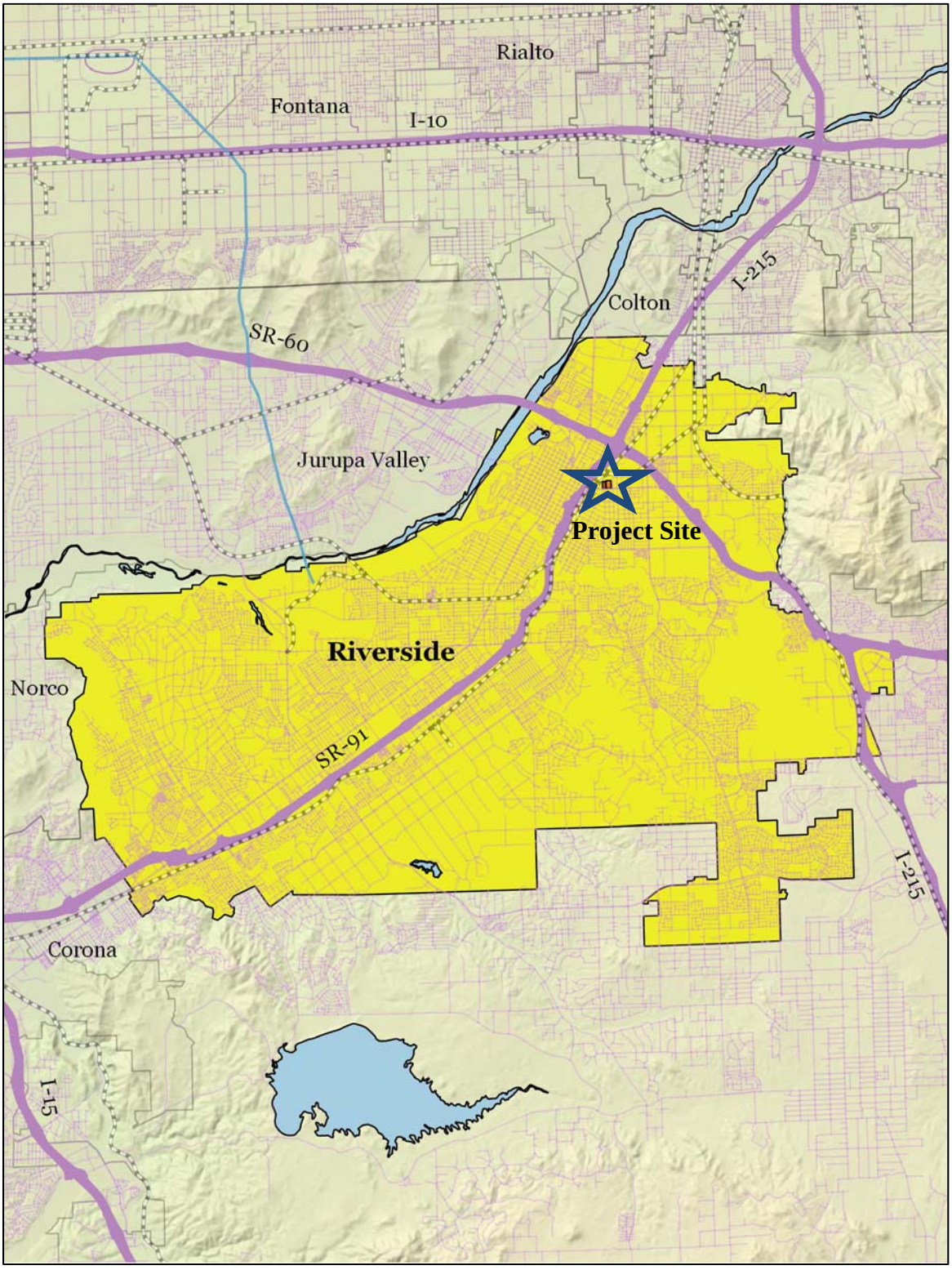



**EXHIBIT 5**
**CITYWIDE MAP**
**SOURCE: QUANTUM GIS**

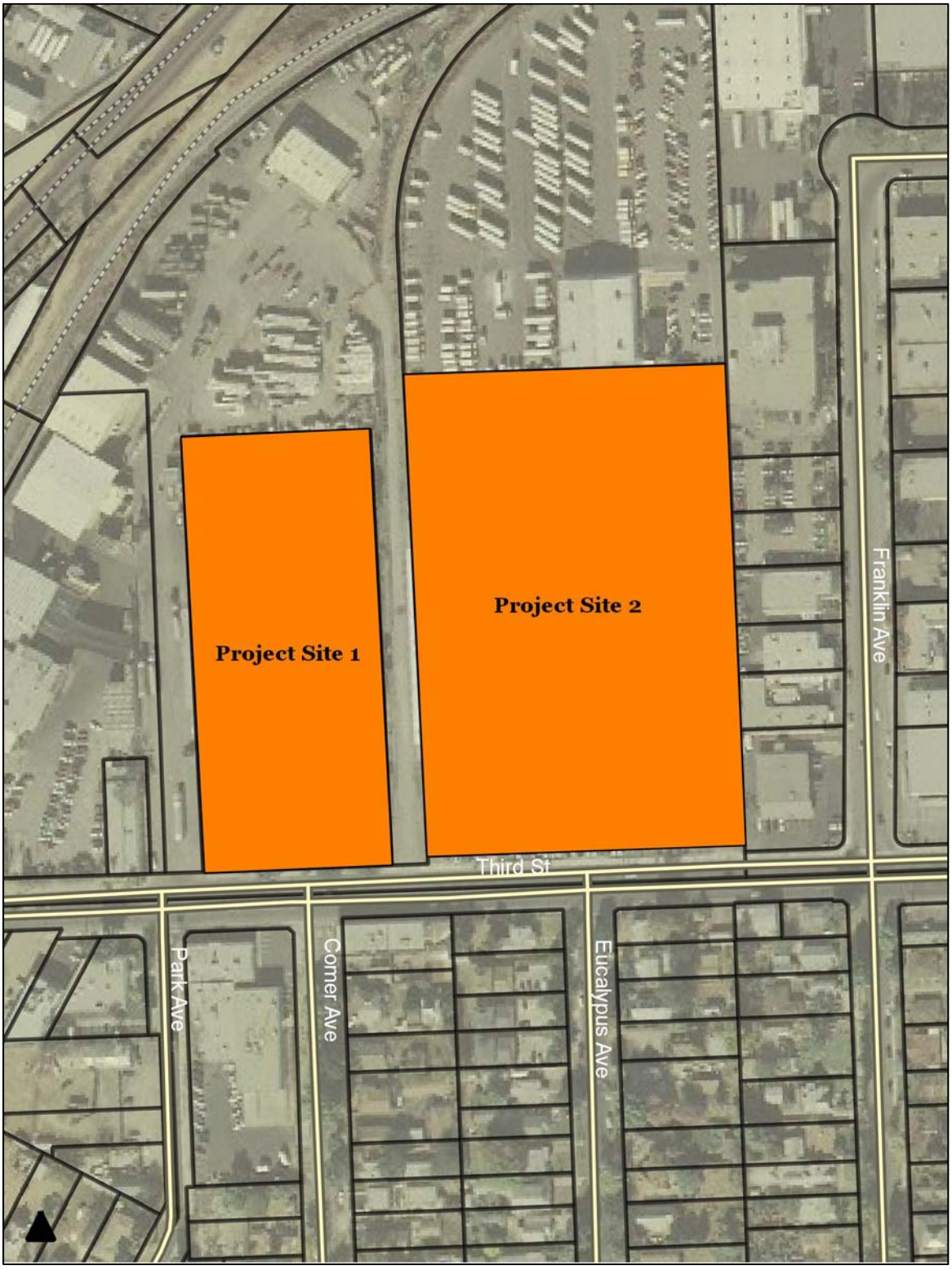



**EXHIBIT 6**
**LOCAL MAP**
**SOURCE: QUANTUM GIS**


**EXHIBIT 7**
**AERIAL PHOTOGRAPH**
**SOURCE: GOOGLE EARTH**

**11. Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreement.):**

a. *Federal*: N/A.

*State*: Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board.

*County*: N/A.

*Local*: Demolition Permit, Grading Permit, Building Permit, Certificate of Occupancy, permits to connect to the County utility lines, and business licenses.

**12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significant impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. The project site is located within the cultural area that was formerly occupied by the Soboba Band of Luiseno Indians as well as the Pechanga Band of Luiseno. A total of 10 tribes were contacted pursuant to AB-52. The tribal consultation that was undertaken indicated that the project will not require any mitigation. As a result, the project's potential impacts are considered to be at a **less than significant** level.

**13. Other Environmental Reviews Incorporated by Reference in this Review:**

a. General Plan 2025
b. GP 2025 FPEIR
c. Phase I Report
d. Water Quality Management Plan (WQMP)
e. Soil Infiltration Study
f. Photometric Study

**14. Acronyms**

| | |
|---|---|
| AQMP - | Air Quality Management Plan |
| CEQA - | California Environmental Quality Act |
| CMP - | Congestion Management Plan |
| EIR - | Environmental Impact Report |
| EMWD - | Eastern Municipal Water District |
| EOP - | Emergency Operations Plan |
| FEMA - | Federal Emergency Management Agency |
| GIS - | Geographic Information System |
| GHG - | Green House Gas |
| GP 2025 - | General Plan 2025 |
| IS - | Initial Study |
| LHMP - | Local Hazard Mitigation Plan |
| MSHCP - | Multiple-Species Habitat Conservation Plan |
| NCCP - | Natural Communities Conservation Plan |
| OPR - | Office of Planning & Research, State |
| RMC - | Riverside Municipal Code |
| RPD - | Riverside Police Department |
| RPU - | Riverside Public Utilities |
| RTIP - | Regional Transportation Improvement Plan |
| RTP - | Regional Transportation Plan |
| RUSD - | Riverside Unified School District |

SCAG - Southern California Association of Governments
SCAQMD - South Coast Air Quality Management District
SCH - State Clearinghouse
SKR-HCP - Stephens' Kangaroo Rat - Habitat Conservation Plan
SWPPP - Storm Water Pollution Prevention Plan
USGS - United States Geologic Survey
WMWD - Western Municipal Water District
WQMP - Water Quality Management Plan

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture & Forest Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the City of Riverside, it is recommended that:

The City of Riverside finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. **X**

The City of Riverside finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

The City of Riverside finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

The City of Riverside finds that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

The City of Riverside finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Signature _____ Date _____

Printed Name & Title Alyssa Berlino, Assistant Planner For City of Riverside

## EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. **Earlier Analysis Used.** Identify and state where they are available for review.

   b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:

a. the significance criteria or threshold, if any, used to evaluate each question; and

the mitigation measure identified, if any, to reduce the impact to less than significance.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **1. AESTHETICS.** Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | **X** | ☐ |

**1a. Response:** ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards and Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018).***

**Less Than Significant Impact.** The project Applicant intends to continue operating from the existing buildings on-site, though these existing buildings will be remodeled, and the utilities will be upgraded to accommodate the proposed use. These renovations will not increase the height of any of the buildings located on-site. Furthermore, the buildings that will be constructed in the northern portion of Site 1 will have the same height as the existing buildings. The size and massing of these structures will not be great enough to obstruct any scenic views. In addition, many of the aforementioned mountains extend more than 2,000 feet above sea level. Therefore, views of these mountains will continue to be available since the project cannot physically obstruct views of these mountains. As a result, the potential impacts are considered to be less than significant. The proposed project consists of an infill project within an urbanized area completely surrounded by existing development where there are no scenic vistas and where direct, indirect, and cumulative impacts to scenic vistas are anticipated. As a result, the impacts will be **less than significant**.

| | | | | |
|---|---|---|---|---|
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | **X** |

**1b. Response:** ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City's Urban Forest Tree Policy Manual, Title 20 – Cultural Resources and, Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)***

**No Impact.** According to the California Department of Transportation (Caltrans), Third Street is not a designated scenic highway. In addition, this street is not designated as a scenic roadway in the City's General Plan, nor is the street eligible for listing. The General Plan contains a policy that "considers establishing SR-60 and Interstate 215 as City of Riverside Scenic Highways." Moreover, the site is not located within the Arlington Heights Greenbelt and is not designated in the General Plan as a "Parkway." According to the California Department of Transportation, the closest designated scenic highway to the project site is the California State Route 38, which terminates at the Interstate 10 Freeway. This portion of the scenic highway is located 11.5 miles to the northeast of the project site. In addition, there are no trees or plants located on-site and the project site does not contain any scenic rock outcroppings. Lastly, the project site does not contain any buildings listed in the State or National registrar (refer to Section 3.5). As a result, **no impacts** would occur.

| | | | | |
|---|---|---|---|---|
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a publicly-accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☐ | **X** |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

**1c. Response:** ***(Source: General Plan 2025, General Plan 2025 FPEIR, and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018.)***

**No Impact.** The proposed project consists of an infill project within an urbanized area completely surrounded by existing development, or is in a non-urbanized area where public views will not be degraded. The site is presently developed and is occupied by 220 Laboratories. The site and its frontage with Third Street is dominated by dilapidated surface parking. In addition, the structures that occupy the site feature an outdated façade lacking in articulation and façade reliefs. Furthermore, building signage is painted on the buildings and roof equipment is visible from the public right-of-way. Lastly, the site is fenced off by a chain link fence. Once complete, the project would represent a substantial visual improvement over the existing conditions. The project would feature modern architecture, façade treatments, and a neutral color scheme (onyx and white walls). Therefore, it will not degrade the existing visual character of the area and **no impact** directly, indirectly, or cumulatively to the visual character or quality of the Planning Area will occur.

| | | | | |
|---|---|---|---|---|
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | **X** | ☐ |

**1d. Response:** ***(Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Title 19 – Article VIII – Chapter 19.556 – Lighting, Citywide Design and Sign Guidelines, Calvert Architectural Group, Photometric Site Plan, December 19, 2018, and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018.)***

**Less Than Significant Impact with Mitigation.** Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The residential development located along the south side of Third Street is the closest light sensitive receptor to the project site. The predominant source of light impacts would be related to the exterior lighting and building lighting as well as lights from vehicles travelling to and from the project site. To ensure compliance with the above measures, the applicant shall, prior to the issuance of building permits, include evidence to the City Planning Division. The submission shall contain, but not be limited to the following:

a. The location of the site where the outdoor light fixtures will be installed;

b. Plans indicating the location and type of fixtures on the premises;

c. A description of the outdoor light fixtures, including but not limited to, manufacturer's catalog cuts and drawings.

The above-required plans shall be sufficiently complete to enable City staff to readily determine whether compliance with these requirements will be secured. If such plans and descriptions cannot enable this ready determination, due to the nature or configuration of the devices, fixtures, or lamps proposed, the applicant shall submit further evidence of compliance enabling such determination. Lights used for holiday decorations are exempt from this requirement. Therefore, the project impact is expected to be **less than significant.**

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **2. AGRICULTURE AND FOREST RESOURCES:** | | | | |
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information complied by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | **X** |

**2a. Response:** ***(Source: General Plan 2025 – Figure OS-2 and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018.)***

**No Impact.** According to the California Department of Conservation, the project site does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The absence of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, grazing land, or Farmland of Local Importance was confirmed by referring to Figure OS-2 of the City of Riverside General Plan. Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, **no impacts** will occur.

| | | | | |
|---|---|---|---|---|
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | **X** |

**2b. Response:** ***(Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses, and Title 19)***

**No Impact.** The project site is currently zoned as I *(Industrial)*. As indicated in Table 19.150.020(A) – Permitted Uses Table located under Title 19, Article 5, Chapter 19.150 of the City's Municipal Code, Agricultural Field Office, Agricultural Stands, Agriculture, Horticulture, and Growing of Nursery Plants (Farms, Field Crops, Flower & Truck Gardening, Orchards, Ranches & Tree Crops) are prohibited in the industrial (I) zone. The project's implementation will not require a zone change. In addition, the site is presently occupied by a beauty and personal care products manufacturer and supplier and the site does not support any ongoing agricultural activities. Therefore, the implementation of the proposed project will not result in a loss of land zoned for agriculture. According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract. This conclusion is supported by General Plan Figure OS-3. Thus, **no impacts** on existing Williamson Act Contracts or land zoned for agricultural use will result from the proposed project's implementation.

| | | | | |
|---|---|---|---|---|
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | **X** |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **2c. Response:** ***(Source: GIS Map – Forest Data and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018.)*** **No Impact.** The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland. Therefore, **no impacts** will occur from this project directly, indirectly, or cumulatively. | | | | |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | **X** |
| **2d. Response:** ***(Source: GIS Map – Forest Data and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018.)*** **No Impact.** The City of Riverside has no forest land that can support 10-percent native tree cover nor does it have any timberland, therefore **no impacts** will occur from this project directly, indirectly, or cumulatively. | | | | |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | **X** |
| **2e. Response:** ***(Source: General Plan – Figure OS-2 – Agricultural Suitability, Figure OS-3 – Williamson Act Preserves, General Plan 2025 FPEIR, GIS Map – Forest Data, and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)*** **No Impact.** The project would not involve the disruption or damage to the existing environment resulting from a loss of farmland to non-agricultural use or conversion of forest land to non-forest. The project site is not located in close proximity to forest land or farmland areas. As a result, **no impacts** will result from the implementation of the proposed project. | | | | |
| **3. AIR QUALITY.** | | | | |
| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| **a.** Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | **X** | ☐ |
| **3a. Response:** ***(Source: South Coast Air Quality Management District, Final 2016 Air Quality Plan (AQMP). Adopted March 2017 and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)).*** **Less Than Significant Impact.** The project site is located within the South Coast Air Basin, which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation and *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation. In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to | | | | |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized). In addition, the project's operational emissions will be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions *with* the estimated population, employment, and VMT growth projections are estimated to be: 345 tons per day of VOCs; 214 tons per day of NOx; 1,188 tons per day of CO; 18 tons per day of SOx; and 65 tons per day of $PM_{2.5}$. The project's operational emissions will be well within the emissions projections estimated in the AQMP.

The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Riverside. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Riverside is projected to add a total of 80,500 new jobs through the year 2040. The project is projected to result in a total of 54 new jobs. The projected number of new jobs are well within SCAG's employment projections for the City of Riverside and the proposed project will not violate Consistency Criteria 2. Since the proposed project will not be in violation of either Consistency Criteria, the project's potential impacts are considered to be less than significant. Projects that are consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG's modeling section to forecast travel demand and air quality for planning activities such as the Regional Transportation Plan (RTP), the SCAQMD's AQMP, Regional Transportation Improvement Program (TRIP), and the Regional Housing Plan. This project is consistent with the projections of employment and population forecasts identified by the Southern California Association of Governments (SCAG) that are consistent with the General Plan 2025 "Typical Growth Scenario." Since the project is consistent with the General Plan 2025, it is also consistent with the AQMP. The project will have a **less than significant impact** directly, indirectly, and cumulatively to the implementation of an air quality plan.

| | | | | |
|---|---|---|---|---|
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | **X** | ☐ |

**3b. Response:** ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District, Final 2016 Air Quality Plan (AQMP). Adopted March 2017, CalEEMod 2016, V. 2016 3.2 Model.)***

**Less Than Significant Impact.** The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2) developed for the SCAQMD. The entire project construction period is expected to take approximately ten months (refer to Section 2.3.2) and would include site preparation, the erection of the new structures and the finishing of the project (paving, painting, and the planting of landscaping). As shown in Table 1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant.

The project's construction would be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. According to SCAQMD Regulation 403, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55%. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

**Table 1**
**Estimated Daily Construction Emissions**

| Construction Phase | ROG | $NO_2$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Site Preparation (on-site) | 4.33 | 45.57 | 22.06 | 0.03 | 20.45 | 12.12 |
| Site Preparation (off-site) | 0.09 | 0.06 | 0.79 | -- | 0.20 | 0.05 |
| **Total Site Preparation** | **4.42** | **45.63** | **22.85** | **0.03** | **20.65** | **12.17** |
| Grading (on-site) | 2.58 | 28.34 | 16.29 | 0.02 | 7.63 | 4.61 |
| Grading (off-site) | 0.08 | 0.05 | 0.66 | -- | 0.16 | 0.04 |
| **Total Grading** | **2.66** | **28.39** | **16.95** | **0.02** | **7.79** | **4.65** |
| Building Construction (on-site) | 2.36 | 21.07 | 17.16 | 0.02 | 1.28 | 1.21 |
| Building Construction (off-site) | 0.47 | 3.31 | 3.68 | 0.01 | 0.98 | 0.28 |
| **Total Building Construction** | **2.83** | **24.38** | **20.84** | **0.03** | **2.26** | **1.49** |
| Paving (on-site) | 1.50 | 11.80 | 12.28 | 0.01 | 0.65 | 0.60 |
| Paving (off-site) | 0.10 | 0.06 | 0.80 | -- | 0.22 | 0.06 |
| **Total Paving** | **1.60** | **11.86** | **13.08** | **0.01** | **0.87** | **0.66** |
| Architectural Coatings (on-site) | 21.15 | 1.68 | 1.83 | -- | 0.11 | 0.11 |
| Architectural Coatings (off-site) | 0.07 | 0.04 | 0.56 | -- | 0.15 | 0.04 |
| **Total Architectural Coatings** | **21.22** | **1.72** | **2.39** | **--** | **0.26** | **0.15** |
| **Maximum Daily Emissions** | **21.22** | **45.63** | **22.86** | **0.04** | **20.65** | **12.18** |
| **Daily Thresholds** | **75** | **100** | **55o** | **150** | **150** | **55** |

Source: California Air Resources Board CalEEMod [computer program].

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy. The analysis of long-term operational impacts also used the CalEEMod computer model. As indicated in Table 2, the projected long-term emissions will also be below thresholds considered to be a significant impact.

**Table 2**
**Estimated Operational Emissions in lbs/day - Unmitigated**

| Emission Source | ROG | $NO_2$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| Area-wide (lbs/day) | 0.98 | -- | 0.03 | -- | -- | -- |
| Energy (lbs/day) | 0.03 | 0.31 | 0.26 | -- | 0.02 | 0.02 |
| Mobile (lbs/day) | 0.35 | 2.63 | 4.80 | 0.0 | 1.50 | 0.41 |
| **Total (lbs/day)** | **1.37** | **2.95** | **5.10** | **0.02** | **1.52** | **0.43** |
| **Daily Thresholds** | **55** | **55** | **55o** | **15o** | **15o** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: California Air Resources Board CalEEMod [computer program].

As indicated in Table 2, the project's operation will result in emissions that are below the thresholds of significance established by the SCAQMD. As a result, the potential impacts are considered to be **less than significant**. The combined

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| operational emissions from the cumulative projects (including the proposed project) will still be below the thresholds of significance established by the SCAQMD (the CalEEMod worksheets for the cumulative emissions are provided in the Appendix). | | | | |
| c. Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | **X** | ☐ |

**3c. Response:** ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2016 Air Quality Management Plan, CalEEMod 2016, V. 2016 3.2 Model, South Coast Air Quality Management District. CEQA Air Quality Handbook, Appendix 9. As amended 2017.)***

**Less Than Significant Impact.** Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include the residential development located along the south side of Third Street approximately 140 feet southeast of Site 1 and 78 feet south of Site 2.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As noted in Section 17, the addition of project traffic will not increase the volume to capacity (V/C) ratios at any signalized intersection beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines.

As shown in the project site plan, the three existing dock high doors located along the north side of Building 2 will continue to be used for delivery. The delivery vehicles will most likely consist of tank trucks transporting chemicals or conventional trucks carrying finished products in packages. The aforementioned dock high doors are located 565 feet to north of the nearest sensitive receptor. In addition, these doors are not visible from the nearest sensitive receptors and the building itself will attenuate emissions generated within the dock loading area since the building will obstruct view of the operations occurring on the north end of Building 2. Furthermore, the criteria pollutants that are generated by the trucks will dissipate as they deviate further from the source. As indicated above, the nearest sensitive receptors are located 565 feet south of Building 2's loading areas. The distance between the loading areas and the nearest sensitive receptors will allow criteria pollutants to disperse and may be carried by prevailing winds. It is important to note that most of the trucks that will be travelling to the project site will be classified as "Certified Clean Idle" vehicles, which denotes the possession of equipment that automatically turns off engines idling longer than five minutes. Therefore, the potential impacts related to the generation of criteria pollutants by delivery trucks are expected to be less than significant. The presence of dock high doors along the south side of Building 2 was noted during the site survey. These doors will not be used once the project has been completed.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs apply to short-term (construction) emissions at a fixed location and do not include off-site or regional emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of $NO_x$ to $NO_2$; carbon monoxide (CO) emissions from construction; $PM_{10}$ emissions from construction; and $PM_{2.5}$ emissions from construction. The use of the "look-up tables" is typically used for projects proposed on less than five acres of land area.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

The project area totals over ten acres and would normally by exempt from the LST analysis. However, the area consists of two separate parcels (Site 1 and Site 2). Therefore, for the purposes of the LST analysis, the CalEEMod was run for Buildings 1 and 2 in order to ascertain a specific building's construction emissions. The emissions for each individual building are presented in Table 3.

**Table 3**
**Local Significance Thresholds Exceedance SRA 23 for 5-Acres of Disturbance**

| Emissions | Building 1 Emissions (lbs/day) | Building 2 Emissions (lbs/day) | Type | Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters) | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | 25 Site 2 | 5o Site 1 | 100 | 200 | 500 |
| $NO_x$ | 45.63 | 45.63 | Construction | **270** | **302** | 378 | 488 | 780 |
| CO | 23.38 | 22.86 | Construction | **1,577** | **2,178** | 3,437 | 6,860 | 22,530 |
| $PM_{10}$ | 9.63 | 9.63 | Construction | **4** | **10** | 14 | 23 | 50 |
| $PM_{2.5}$ | 6.12 | 6.12 | Construction | **13** | **40** | 59 | 96 | 207 |

Source: CalEEMod Version 2016.3.2.
*= Note: These figures take into account the water of the site up to three times per day, which is a standard condition required by the SCAQMD.

As indicated in Table 3, the emissions generated by the construction of the proposed project will not exceed the LSTs identified above. Further analysis of the CalEEMod worksheets indicated that the primary source of construction PM emissions is fugitive dust. Adherence to additional mandatory Rule 403 regulations will reduce fugitive dust emissions to levels that are **less than significant**.

| | | | | |
|---|---|---|---|---|
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | **X** | ☐ |

**3d. Response:** ***(Source:*** **South Coast Air Quality Management District.** ***CEQA Air Quality Handbook*****;** ***Air Quality Analysis, and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)***

**Less than Significant Impact.** The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The site is currently occupied by 220 Laboratories, a company that manufacturers beauty, hygiene, and skin care products. 220 Laboratories transports, stores, and uses Volatile Organic Compounds (VOCs), which are critical components of the products that are manufactured on-site (such as cologne, aftershave, shower gels, cosmetic products, moisturizers, make-up, etc). Once complete, the proposed improvements will increase manufacturing capacity, which will create additional demand for VOCs. The increase in demand for VOCs will not lead to the exposure of objectionable odors to the public.

No odors were observed emanating from the site during the site survey. The manufacturing process is undertaken indoors in a controlled environment. In addition, the VOCs are transported and stored securely on-site pursuant to State, Federal, and local regulations. Daily operations will continue under the oversight of the Department of Transportation, Environmental Protection Agency, and the SCAQMD among others. Adherence to all pertinent regulations governing the transport, handling, storage, and disposal of VOCs will minimize the risk exposing the public to objectionable odors. The emissions from the equipment that will be used on-site during the construction phase will be minor. Idling from construction vehicles and equipment will be restricted to five minutes or less based on standard SCAQMD protocols. As a result, the potential impacts are anticipated to be **less than significant**.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **4. BIOLOGICAL RESOURCES.** Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | **X** |
| **4a. Response:** ***(Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area)*** | | | | |
| **No Impact.** The project site is located on a previously developed/improved site within an urbanized area and a search of the MSHCP database and other appropriate databases identified no potential for candidate, sensitive or special status species, or suitable habitat for such species on site. Federal Species of Concern, California Species of Special Concern, and California Species Animal or Plants on lists 1-4 of the California Native Plant Society (CNPS) Inventory. Therefore, the project will have **no impact** directly, indirectly, and cumulatively on habitat modifications, species identified as a candidate, sensitive, or special status species in local or regional plans, and policies or regulations of the California Department of Fish and Game or U.S. Fish and Wildlife Service. | | | | |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | **X** |
| **4b. Response:** ***(Source: United States Fish and Wildlife Service. National Wetlands Inventory. https://www.fws.gov/Wetlands/data/Mapper.html)*** | | | | |
| **No Impact.** The field survey that was conducted for this project indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper. In addition, there are no designated "blue line streams" located within the project site. As a result, **no impacts** on natural or riparian habitats will result from the proposed project's implementation. | | | | |
| c. Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | **X** |
| **4c.** ***Response: (Source: United States Fish and Wildlife Service. National Wetlands Inventory. https://www.fws.gov/Wetlands/data/Mapper.html and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)*** | | | | |
| **No Impact.** The project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACOE jurisdictional drainages or wetlands. Therefore, the proposed project would have **no impact** to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly, and cumulatively. | | | | |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | **X** |

**4d. Response:** ***(Source: MSHCP, General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)***

**No Impact.** The project site lacks suitable wildlife habitat. Furthermore, the site contains no natural hydrological features. Constant disturbance (noise and vibration) from the facility's operation limit the site's utility as a migration corridor. Since the site is surrounded by development on all sides and lacks suitable habitat, the site's utility as a migration corridor is restricted. Therefore, no impacts will result from the implementation of the proposed project. The project site is located within an urbanized area and will not result in a barrier to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the project will have **no impact** to wildlife movement directly, indirectly, and cumulatively.

| | | | | |
|---|---|---|---|---|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | **X** |

**4e. Response:** ***(Source: City of Riverside Urban Forest Tree Policy Manual; and Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted December 7, 2018)***

**No Impact.** Chapter 13.25 Tree and Shrub Supervision of the City's Municipal Code governs the planting, trimming, and removal of trees within the public right-of-way. There are eight trees located within the Third Street public right-of-way. These trees will not be affected by the proposed project since the proposed improvements will be restricted to the project site. The site contains less than ten mature trees that will be removed to accommodate the project. It is important to note that approximately 26,607 square feet of landscaping will be provided on both properties. The amount of landscaping that will be provided over the existing conditions will be substantial. As a result, the **no impacts** will result.

| | | | | |
|---|---|---|---|---|
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | **X** |

**4f. Response:** ***(Source: MSHCP, General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephens' Kangaroo Rat Habitat Conservation Plan, and Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)***

**No Impact.** The project site is located on a previously developed/improved site within an urbanized area and will not impact an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan directly, indirectly, and cumulatively. Therefore, the project will have no impact on the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

As indicated in the Open Space and Conservation Element of the City of Riverside General Plan, the project site is not located within a Stephen's Kangaroo Rat core reserve area (refer to Figure OS-6), nor is the project site located within any Western Riverside MSHCP core and linkage areas (refer to Figure OS-7).

Lastly, the project site is not located within a criteria cell of the MSHCP (refer to Figure OS-8). In addition, Stephen's Kangaroo Rats were not observed during biological surveys of the project site. The project Applicant is required to contribute a local development impact and mitigation fee, which requires a fee payment to assist the City in implementing the habitat conservation plan for the Stephens' Kangaroo Rat. The project Applicant is also required to contribute a local mitigation fee to assist the Western Riverside County – Regional Conservation Authority in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the proposed project would not conflict with any City policies, or ordinances related to the mitigation fee program associated with Western Riverside County MSHCP and **no impacts** are anticipated.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| **5. CULTURAL RESOURCES.** Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines? | ☐ | ☐ | ☐ | **X** |

**5a. Response:** ***(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and California Department of Parks and Recreation. California Historical Resources. Website http:// ohp.parks.ca.gov/ ListedResources. Website accessed on September 8, 2018)***

**No Impact.** The City of Riverside contains a Historic Preservation Element in its General Plan. In addition, Title 20 of the City's Municipal Code serves as the Historic Preservation chapter. The Element references multiple historic preservation surveys that were undertaken for the City. According to the Element, the project site is not located within a historic district nor is it located in a neighborhood conservation area The project's implementation would not affect any of locally designated historic resources since all construction activities would be restricted to the designated site. Additionally, the buildings that occupy the two properties are not present on the list of historic resources identified by the State Office of Historic Preservation (SHPO). Furthermore, the buildings that occupy the site do not meet any of the criteria of a historic structure identified above. The buildings are currently used by 220 Laboratories and no historical events have occurred within either building.

No persons of significance currently reside within the property, or have resided within the property. The architecture lacks articulation, façade reliefs, and both properties are dominated by surface parking. Furthermore, building signage is painted on the buildings and roof equipment is visible from the public right-of-way. Since the project's implementation would not impact any Federal, State, or locally designated historic resources, no impacts would occur. As a result, the project will have **no impact** directly, indirectly, and cumulatively on historical resources as defined in Section 15064.5 of the CEQA Guidelines.

| | | | | |
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| b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines? | ☐ | ☐ | ☐ | **X** |

**5b. Response:** ***(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study)***

**No Impact.** Ancestors of the Luiseno and Cahuilla Indian tribes were the first inhabitants of Riverside. The Late Prehistoric Luiseño and Cahuilla peoples who occupied the region were generally believed to be semi-sedentary, meaning that they wintered in villages, then spread out in family groups during the spring and summer months to harvest seeds and acorns. Thus, smaller occupational locations tend to be associated with areas where plentiful milling stations are found. Milling stations are indicated by the presence of bedrock mortars and slicks. Rock art is also found within several complexes. This consists of "pictographs" or painted images and "petroglyphs" or rock engravings.

AB-52 consultation was completed and formal requests for consultation were sent to tribal bands identified by the Native American Heritage Commission. The project will require minor excavations to accommodate the proposed improvements. The site is currently underlain with up to five feet of fill. The site's previous disturbance minimizes the likelihood of encountering archaeological resources. As a result, **no impacts** are anticipated.

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| c. Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | **X** | ☐ |

**5c. Response:** ***(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)***

**Less than Significant Impact.** There are no dedicated cemeteries located within the vicinity of the project site. There are no dedicated cemeteries located within the vicinity of the project site. Evergreen Memorial Park and Mausoleum is located 1.36 miles to the southwest of the project site and is the closest cemetery to the project site. The proposed project would be restricted to the project site and would not affect any dedicated cemeteries. This is a standard condition under California

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| Health and Safety Code Section 7050.5(b). In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA would apply in terms of the identification of significant archaeological resources and their salvage. Therefore, the potential impacts are considered to be **less than significant**. | | | | |
| **6. ENERGY**<br>**Would the project:** | | | | |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | **X** | ☐ |
| **6a. Response:** ***(Source: California Building Code, California Energy Commission – California Commercial End Use Survey)***<br>**Less than Significant Impact**. It is important to note that the project will include energy efficient fixtures. In addition, the energy consumption rates do not reflect the more stringent 2016 California Building and Green Building Code requirements. The proposed project will be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project will include new light standards and fixtures that will be used as operational and security lighting. This lighting will conform to all state and local building code and lighting regulations. As a result, the potential impacts are considered to be **less than significant**. | | | | |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | **X** | ☐ |
| **6b. Response:** ***(Source: California Building Code, California Energy Commission – California Commercial End Use Survey)***<br>**Less than Significant Impact.** On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation.<br>The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. As indicated previously, the proposed project will be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The project will include new light standards and fixtures that will be used as operational and security lighting. This lighting will conform to all state and local building code and lighting regulations. As a result, the potential impacts are considered to be **less than significant.** | | | | |
| **7. GEOLOGY AND SOILS.**<br>Would the project: | | | | |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | **X** |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| **7i. Response:** ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones & General Plan 2025 FPEIR California Department of Conservation. Table 4; and, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.*** **No Impact.** Seismic activity is to be expected in Southern California. In the City of Riverside, there are no Alquist-Priolo zones. The nearest Alquist-Priolo fault is the San Jacinto Fault located over six miles to the northeast of the project site. This fault trace is part of the larger San Jacinto Fault Zone. Other fault traces include the County Fault, which is located approximately 16 miles south of the project site and the Elsinore Fault, located approximately 18 miles southwest of the site. The project site does not contain any known fault lines and the potential for fault rupture or seismic shaking is low. Compliance with the California Building Code regulations will ensure that **no impacts** related to strong seismic ground will occur directly, indirectly, and cumulatively. | | | | |
| ii. Strong seismic ground shaking? | ☐ | ☐ | ☐ | **X** |
| **7ii. Response:** ***(Source: General Plan 2025 FPEIR; and NorCal Engineering. Soils Investigation. Report dated September 30, 2018.)*** **No Impact.** The San Jacinto Fault Zone located in the northeastern portion of the City, or the Elsinore Fault Zone, located in the southern portion of the City's Sphere of Influence, have the potential to cause moderate to large earthquakes that would cause intense ground shaking. Because the proposed project complies with California Building Code regulations, impacts associated with strong seismic ground shaking will have **no impact** directly, indirectly, and cumulatively. | | | | |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | **X** |
| **7iii. Response:** ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR; and Figure PS-3 – Soils with High Shrink-Swell Potential.)*** **No Impact.** The project site is located in an area with very low potential for liquefaction as depicted in the General Plan 2025 Liquefaction Zones Map – Figure PS-2. Compliance with the California Building Code regulations will ensure that impacts related to seismic-related ground failure, including liquefaction would have **no impact** directly, indirectly, and cumulatively. | | | | |
| iv. Landslides? | ☐ | ☐ | **X** | ☐ |
| **7iv. Response:** ***(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope; and NorCal Engineering. Soils Investigation. Report dated September 30, 2018.)*** **Less than Significant Impact.** The project site and its surroundings have generally level topography and are not located in an area prone to landslides per Figure 5.6-1 of the General Plan 2025 Program Final PEIR. NorCal Engineering prepared a Soils Investigation Report for the proposed project. This report is available as a reference in Appendix B. According to the Geotechnical Report, the project site is underlain with artificial fill soils. The site is, and would continue to be level and no slope failure or landslide impacts are anticipated to occur. Once operational, the project site would be paved over and landscaped, which would minimize soil erosion. The project's construction would not result in substantial soil erosion or the loss of topsoil since the project Applicant would be required to adhere to Section 14.12.315(H) of the City's Municipal Code, which states that "no person or business shall allow runoff containing pollutants associated with construction sites, activities, materials, or waste." Erosion control methods will be indentified in the conceptual grading plan. As a result, the impacts will be **less than significant**. | | | | |
| b. Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | **X** | ☐ |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
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**7b. Response:** ***(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Title 18 – Subdivision Code, Title 17 – Grading Code, and NorCal Engineering. Soils Investigation. Report dated September 30, 2018.)***

**Less Than Significant Impact.** The project's construction would not result in substantial soil erosion or the loss of topsoil since the project Applicant would be required to adhere to Section 14.12.315(H) of the City's Municipal Code, which states that "no person or business shall allow runoff containing pollutants associated with construction sites, activities, materials, or waste." Erosion control methods will be indentified in the conceptual grading plan. In addition, the mandatory SCAQMD Rule 403 regulations will also be effective in reducing the potential for the discharge of sediment off-site. As a result, the impacts would be less than significant. Erosion and loss of topsoil could occur as a result of the project. State and Federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. In addition, with the erosion control standards for which all development activity must comply (Title 18), the Grading Code (Title 17) also requires the implementation of measures designed to minimize soil erosion. Compliance with State and Federal requirements as well as with Titles 18 and 17 will ensure that soil erosion or loss of topsoil will be **less than significant impact** directly, indirectly, and cumulatively.

| | | | | |
|---|---|---|---|---|
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | **x** | ☐ |

**7c. Response:** ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils; and NorCal Engineering. Soils Investigation. Report dated September 30, 2018.)***

**Less Than Significant Impact.** According to the Soils Investigation Report prepared by NorCal Engineering, the project site is underlain with artificial fill soils. The Report recommends (these recommendations are reiterated as mitigation presented below) removing and re-compacting the fill soils located between one to five feet below ground surface (BGS). Additional design and construction recommendations are included in the report.

Based upon our evaluations, the proposed development is acceptable from a geotechnical engineering standpoint. By following the recommendations and guidelines set forth in our report, the structures and grading will be safe from excessive settlements under the anticipated design loadings and conditions. The proposed grading and development shall meet all requirements of the City Building Ordinance and will not impose any adverse effect on existing adjacent land or structures.

The following recommendations are based upon soil conditions encountered in our field investigation; these near-surface soil conditions could vary across the site. Variations in the soil conditions may not become evident until the commencement of grading operations for the proposed development and revised recommendations from the soils engineer may be necessary based upon the conditions encountered.

- *Site Grading Recommendations*. It is recommended that site inspections be performed by a representative of this firm during all grading and construction of the development to verify the findings and recommendations documented in this report. Any unusual conditions which may be encountered in the course of the project development may require the need for additional study and revised recommendations. Any vegetation and organic/manure laden soils shall be removed and hauled from proposed grading areas prior to and during the grading operations if encountered. Existing vegetation shall not be mixed or diced into the soils. Any removed soils may be reutilized as compacted fill once any deleterious material or oversized materials (in excess of eight inches) is removed. Grading operations shall be performed in accordance with the attached *Specifications for Placement of Compacted Fill.*
  - *Removal and Recompaction Recommendations.* The upper existing fill soils (1.5 to 5 feet) shall be removed to competent native materials, the exposed surface scarified to a depth of 8 inches, brought to within 2% of optimum moisture content and compacted to a minimum of 90% of the laboratory standard (ASTM: D-1557-12) prior to placement of any additional compacted fill soils and pavement. The upper 12 inches of soils beneath building pad and concrete paving shall be compacted to a minimum of 95%. Grading shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater. Care should be taken to provide or maintain adequate lateral support for all adjacent improvements and structures at all times during the grading operations and construction phase. Adequate drainage away from the structures, pavement and slopes should be provided at all times. It is likely

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
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that isolated areas of undiscovered fill not described in this report or materials disturbed during demolition operations will be encountered on site; if found, these areas should be treated as discussed earlier. A diligent search shall also be conducted during grading operations in an effort to uncover any underground structures, irrigation or utility lines. If encountered, these structures and lines shall be either removed or properly abandoned prior to the proposed construction. Abandonment procedures will be provided once underground structures are encountered. If placement of slabs-on-grade and pavement is not performed immediately upon completion of grading operations, additional testing and grading of the areas may be necessary prior to continuation of construction operations. Likewise, if adverse weather conditions occur which may damage the subgrade soils, additional assessment by the soils engineer as to the suitability of the supporting soils may be needed.

- *Fill Blanket Recommendations.* Due to the potential for differential settlement of structures supported on both compacted fill and native soils, it is recommended that all foundations be underlain by a uniform compacted fill blanket at least 2 feet in thickness. The fill blanket shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater.
- *Shrinkage and Subsidence.* Results of our in place density tests reveal that the soil shrinkage will be on the order of 10 to 15% due to excavation and recompaction, based upon the assumption that the fill is compacted to 92% of the maximum dry density per ASTM standards. Subsidence should be 0. 15 feet due to earthwork operations. The volume change does not include any allowance for vegetation or organic stripping, removal of subsurface improvements or topographic approximations.

  Although these values are only approximate, they represent our best estimate of shrinkage values which will likely occur during grading. If more accurate shrinkage and subsidence factors are needed, it is recommended that field testing using the actual equipment and grading techniques should be conducted.

- *Temporary Excavations and Shoring Design*. Temporary unsurcharged excavations less than 4 feet in height may be excavated at vertical inclinations. Excavations over 4 feet in height in the existing site materials may be trimmed at a 1 to 1 (horizontal to vertical) gradient for the entire height of the cut. In areas where soils with little or no binder are encountered, where adverse geological conditions are exposed, or where excavations are adjacent to existing structures, shoring, slot- cutting, or flatter excavations may be required. The temporary cut slope gradients given above do not preclude local raveling and sloughing. All excavations shall be made in accordance with the requirements of the soils engineer, CAL-OSHA and other public agencies having jurisdiction. Temporary shoring design may utilize an active earth pressure of 25 pcf without any surcharge due to adjacent traffic, equipment, or structures. The passive fluid pressures of 250 pcf may be doubled to 500 pcf for temporary design.
- *Foundation Design.* All foundations may be designed utilizing the following allowable soil bearing capacities for an embedded depth of · 18 inches into approved compacted fill materials with the corresponding widths. Footings shall not traverse from compacted fill to native soils due to the potential for differential settlement of structures. Property line screen wall foundations where proper lateral over-excavation and recompaction is not possible due to property line restrictions may be designed using a reduced allowable soil bearing capacity of 1,700 psf for foundations a minimum of 18 inches in depth and underlain by the compacted fill blanket. A one-third increase may be used when considering short term loading from wind and seismic forces. Steel reinforcement may be necessary due to soil expansion or proposed loadings and shall be further evaluated by the project engineers and/or architect. A representative of this firm shall observe foundation excavations prior placement of steel reinforcement and concrete.
- *Settlement Analysis.* Resultant pressure curves for the consolidation tests are shown on Plates C-D.
- *Lateral Resistance.* The following values may be utilized in resisting lateral loads imposed on the structure. Requirements of the California Building Code should be adhered to when the coefficient of friction and passive pressures are combined. The passive pressure recommendations are valid only for approved compacted fill soils or competent native ground.
- *Retaining Wall Design Parameters*. Active earth pressures against retaining walls will be equal to the pressures developed by the following fluid densities. These values are for granular backfill material placed behind the walls at various ground slopes above the walls. Any applicable short-term construction surcharges and seismic forces should be added to the above lateral pressure values. All walls shall be waterproofed as needed and protected from hydrostatic pressure by a reliable permanent subdrain system. During a local Magnitude 6.9 earthquake along the San Jacinto fault zone, additional lateral pressures will occur along the back of retaining walls. The seismic-induced lateral soil pressure may be computed using a triangular pressure distribution with the maximum value at the top of the wall. The maximum lateral pressure of (20 pcf) H where H is the height of the retained soils above the wall footing should be used in final design of retaining walls. Sliding resistance values and passive fluid pressure values given in our previous report may be increased by 1/3 during short-term wind and seismic loading conditions.
- *Floor Slab Design.* Concrete floor slabs-on-grade shall be a minimum of 4 and 6 inches in thickness in office and warehouse areas, respectively, and may be placed upon fill soils compacted to a minimum of 95% relative

compaction. Additional reinforcement requirements and an increase in thickness of the slabs-on-grade may be necessary based upon soils expansion potential and proposed loading conditions in the structures and should be evaluated further by the project engineers and/or architect. A vapor retarder should be utilized in areas which would be sensitive to the infiltration of moisture. This retarder shall meet requirements of ASTM E 96, Water Vapor Transmission of Materials, and ASTM E 1745, Standard Specification for Water Vapor Retarders used in Contact with Soil or Granular Fill Under Concrete Slabs. The vapor retarder shall be installed in accordance with procedures stated in ASTM E 1643, Standard practice for Installation of Water Vapor Retarders used in Contact with Earth or Granular Fill Under Concrete Slabs. The moisture retarder may be placed directly upon compacted subgrade, although 1 to 2 inches of sand beneath the membrane is desirable. The subgrade upon which the retarder is placed shall be smooth and free of rocks, gravel, or other protrusions which may damage the retarder. Use of sand above the retarder is under the purview of the structural engineer; if sand is used over the retarder, it should be placed in a dry condition. All concrete slab areas to receive floor coverings should be moisture tested to meet all manufacturer requirements prior to placement.

- *Expansive Soil.* The upper soils at the site are very low (Expansion Index = 0-20) in expansion potential. Sites with expansive soils (Expansion Index >20) require special attention during project design and maintenance. The attached *Expansive Soil Guidelines* should be reviewed by the engineers, architects, owner, maintenance personnel, and other interested parties and considered during the design of the project and future property maintenance.
- *Utility Trench and Excavation Backfill.* Trenches from installation of utility lines and other excavations may be backfilled with on-site soils or approved imported soils compacted to a minimum of 90% relative compaction. All utility lines shall be properly bedded and shaded with clean sand having a sand equivalency rating of 30 or more. This material shall be thoroughly water jetted around the pipe structure prior to placement of compacted backfill soils.
- *Corrosion Design Criteria.* Representative samples of the surficial soils revealed negligible sulfate concentrations and no special concrete design recommendations are deemed necessary at this time. It is recommended that additional sulfate tests be performed at the completion of rough grading to assure that the as graded conditions are consistent with the recommendations stated in this design. Sulfate test results may be found on the attached Table Ill. Tests were also conducted on a random representative sample of soils to determine the potential corrosive effects on buried metallic structures. Tests for pH, resistivity and chloride are included on Tables IV - VI. Soil pH indicates a slightly alkaline condition. Resistivity is representative of moderately corrosive soils and metallic structures should be protected as necessary. Chloride content measured 263 ppm. A corrosion engineer may be consulted to provide recommendations for protection of utility piping.
- *Preliminary Pavement Design***.** The table below provides a preliminary pavement design based upon an estimated R-Value of 35 for the proposed pavement areas. Final pavement design should be based on R-Value testing of the subgrade soils near the conclusion of rough grading to assure that the as-graded conditions are consistent with those used in this preliminary design. Subgrade soils to receive base material shall be compacted to a minimum of 90% relative compaction; base material shall be compacted to at least 95%. Any concrete slab-on-grade in pavement areas shall be a minimum of 6 inches in thickness and may be placed on subgrade soils compacted to at least 95% relative compaction. An increase in slab thickness and placement of steel reinforcement due to loading conditions and soil expansion may be necessary and should be reviewed by the structural engineer. The above recommendations are based upon estimated traffic loadings. Client should submit anticipated traffic loadings for the pavement areas to the soils engineer, when available, so that pavement sections may be reviewed to determine adequacy to support the proposed loadings.

Once complete, the project would not destabilize the new soils since the site would be graded, leveled, and covered over with pavement and landscaping. In addition, the re-compacted fill soils would be capable of supporting the proposed project.

The site is, and would continue to be level and no slope failure or landslide impacts are anticipated to occur. The project site would be paved over and landscaped, which would minimize soil erosion. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading would not affect the proposed improvements because the site is not located in an area that is subject to liquefaction. Therefore, lateral spreading caused by liquefaction would not affect the project. The soils that underlie the project site possess a low potential for shrinking and swelling. Soils that exhibit certain shrink swell characteristics become sticky when wet and expand according to the moisture content present at the time. Since the soils have a low shrink-swell potential, lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project's implementation will not require grading and excavation that would extend to depths required to encounter groundwater (groundwater was encountered more than 70 feet below ground surface (BGS). In addition, the project will not result in the

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| direct extraction of groundwater located BGS since the project will continue to be connected to the City's water system.<br>The soils that underlie the project site are not prone to subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. No groundwater would be drained to accommodate the construction of the proposed project. In addition, the project would not result in the direct extraction of groundwater located below ground surface (BGS). As stated previously, the underlying fill soils would be removed and replaced. Therefore, the likelihood of on-site subsidence is considered to be remote. As a result, the potential impacts are anticipated to be **less than significant**. | | | | |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | **X** | ☐ |
| **7d. Response:** ***(Source: Southern California Geotechnical. Geotechnical Investigation for Proposed Warehouse. Report dated February 23, 2017; and Natural Resources Conservation Service Arizona. Soil Properties Shrink/Swell Potential. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083)***<br>**Less Than Significant Impact.** According to the Soils Investigation Report prepared by NorCal Engineering, the project site is underlain with artificial fill soils. The shrinking and swelling of soils (expansion) is influenced by the amount of clay present in the underlying soils. If soils consist of expansive clay, damage to foundations and structures may occur. A minimal amount of clay is present in underlying fill soils. Nevertheless, these fill soils will be removed and re-compacted in order to better support the proposed improvements. As a result, the potential impacts are considered to be **less than significant**. | | | | |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | **X** |
| **7e. Response:** ***(Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Table 5.6-B – Soil Types)***<br>**No Impact.** No septic tanks would be used as part of proposed project. As a result, **no impacts** associated with the use of septic tanks would occur as part of the proposed project's implementation. | | | | |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☐ | **X** |
| **7f. Response:** ***(Source: General Plan 2025 Policy HP-1.3, and Southern California Geotechnical. Geotechnical Investigation for Proposed Warehouse. Report dated February 23, 2017.)***<br>**No Impact.** No paleontological resources or geologic features are anticipated to be encountered during the project's construction phase due to the amount of disturbance that has occurred to accommodate the existing development. The soils that underlie the project site consist of artificial fill soils. Therefore, the likelihood of encountering paleontological resources is considered remote. As a result, **no impacts** are anticipated to occur. | | | | |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **8. GREENHOUSE GAS EMISSIONS.** Would the project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | **X** | ☐ |

**8a. Response:** ***(Source: Office of Governor Edmund G. Brown Jr. New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030. http://gov.ca.gov/news.php?id=18938.)***

**Less Than Significant Impact.** The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of $CO_2E$ ($MTCO_2E$) per year for commercial projects, 3,500 $MTCO_2E$ per year for residential projects, 3,000 $MTCO_2E$ per year for mixed-use projects, and 7,000 $MTCO_2E$ per year for industrial projects.

As indicated in Table 4, the project's operational $CO_2E$ emissions are estimated to be 479 $MTCO_2E$, which is below the aforementioned thresholds. The project's construction would result in a generation of 299.26 $MTCO_2E$ per year. When amortized over a 30 year period, these emissions decrease to 9.97 $MTCO_2E$ per year. These amortized construction emissions were added to the project's operational emissions to calculate the project's true GHG emissions. As shown in the table, the project's total operational emissions would be 488.85 $MTCO_2E$ per year, which is still below the threshold of 7,000 $MTCO_2E$ per year for industrial projects.

**Table 4**
**Greenhouse Gas Emissions Inventory**

| Source | GHG Emissions (Tons/Year) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2E$ |
| **Long-Term** – Area Emissions | -- | -- | -- | -- |
| **Long-Term** - Energy Emissions | 236.40 | -- | -- | 237.04 |
| **Long-Term** - Mobile Emissions | 166.49 | -- | -- | 166.69 |
| **Long-Term** - Waste Emissions | 6.87 | 0.40 | -- | 17.02 |
| **Long-Term** – Water Emissions | 51.43 | 0.20 | -- | 58.11 |
| **Long-Term** - Total Emissions | **461.21** | **0.62** | -- | **478.88** |
| **Total Construction Emissions** | **297.82** | **0.05** | -- | **299.26** |
| **Construction Emissions Amortized Over 30 Years** | | | | **9.97** |
| **Total Operational Emissions with Amortized Construction Emissions** | | | | **488.85 $MTCO_2E$** |
| **Significance Threshold** | | | | **7,000 $MTCO_2E$** |

The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. The project will require minor alterations to the existing facility's exterior, interior, and infrastructure. These renovations will release a nominal amount of GHG. Most of the operational GHG emissions will be related to emissions from VOCs used in the manufacturing process. As a result, the potential impacts are considered to be **less than significant**.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | X | ☐ |

**8b. Response:** ***(Source: Office of Governor Edmund G. Brown Jr. New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030. http://gov.ca.gov/news.php?id=18938; Calvert Architectural Group, Inc. New Parking Plan. Plan dated March 1st, 2018. )***

**Less Than Significant Impact.** AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030. The City of Riverside prepared a Climate Action Plan dated October 2014 to help the City comply with State regulations governing GHG emissions. The Plan identifies numerous goals and policies related to the reduction of GHG. The proposed project is in compliance with the Plan and complies with the following policies:

- *Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24 Part 6).* The proposed project will be in compliance with the more stringent Title 24 Part 11 California Green Building Code standards, which regulate additional issues not related to energy conservation such as stormwater runoff and water conservation.
- *Measure SR-6: Pavley and Low Carbon Fuel Standard – Requirements for vehicles to use cleaner fuels.* The proposed project will include 24 clean air parking spaces and 18 electric vehicle parking spaces.
- *Measure T-2 - Bicycle Parking – Provide additional options for bicycle parking.* The proposed project will be in compliance with Division 5.1, Section 5.106.4 – Bicycle Parking of the California Green Building Code (Part 11 of Title 24 of the California Code of Regulations). According to that section of the Code, the Applicant must provide secure bicycle parking for five percent of the tenant vehicular parking spaces being added. The project will include 13 short term bicycle parking spaces and 13 long term bicycle parking spaces.
- *Measure T-9 – Limit Parking Requirements for New Development – Reduce requirements for vehicle parking in new development projects.* The project Applicant intends to provide 316 parking spaces to accommodate near-term and future growth. The creation of additional spaces will not be necessary and may induce an increase in vehicle trips.

The proposed project will be in compliance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version address additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the project will be in conformance with the City's Climate Action Plan, the potential impacts are considered to be **less than significant**.

| 9. HAZARDS & HAZARDOUS MATERIALS. Would the project: | | | | |
|---|---|---|---|---|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | X | ☐ |

**9a. Response:** ***(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, Riverside Fire Department EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM's Strategic Plan, CalEPA. DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm; California State Water Resources Control Board.***

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| ***GeoTracker. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=riverside,ca; CalEPA. Envirostor. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=riverside; US EPA. List of EPA - Regulated Facilities in Envirofacts. https://ofmpub.epa.gov/enviro/efsystemquery.multisystem?sic_type=Equal%20to&sic_code_to=&naics_type=Equal%20to&naics_to=&chem_name=&chem_search=Beginning%20With&cas_num=&page_no=1&output_sql_switch=FALSE&report=1&database_type=Multisystem&minx=-117.363579&miny=33.980459&maxx=-117.354996&maxy=33.985441&ve=16,33.982950,-117.359287***) | | | | |
| **Less Than Significant Impact.** The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. The project is a proposal to remodel the two existing buildings located on-site. Due to the age of the existing buildings, lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the remodel. As a result, lead based paint and/or asbestos containing materials would be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials would be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.<br>The construction phase would also include the installation of new stormwater appurtenances and 26,000 square feet of new floor area. The site's existing tenant is occupied by a beauty, hygiene, and skin products manufacturer. Typically, these products contain Volatile Organic Compounds (VOCs). Residual VOCs may be present in the underlying soils during the trenching phase. As a result, the project's contractors must be familiar with SCAQMD Rule 1166-Volatile Organic Compound Emissions from Decontamination of Soil. The project site is not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). In addition, the project site is not identified on any Leaking Underground Storage Tank database (LUST). A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists. The United States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. 220 Laboratories is an EPA regulated company that is present on the EPA's Toxic Releases Inventory database (TRI); Resource Conservation and Recovery Act (RCRA) database; the Permit Compliance System (PCS) and Integrated Compliance Information System (ICIS); and is required to submit a biannual report.<br>220 Laboratories manufactures beauty, skin, and hygiene products. Many of these products contain VOCs that are regulated by the United States EPA. Once the project is complete, 220 Laboratories will continue to be under the oversight of the EPA since the company will continue to transport and use hazardous materials. In fact, the amount of hazardous materials that are transported to and used on-site may increase since the proposed project will expand the company's production capacity. Even though the project may result in an increase in use of hazardous materials, the risk posed to the public will remain negligible since the project Applicant will continue to be required to adhere to United States Department of Transportation (USDOT) Office of Hazardous Materials Safety regulations. The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the CCR. However, through the compliance with all applicable Federal and State laws, and the submittal of a business plan to the City's Fire Department related to the transportation, storage, and disposal of hazardous materials, the likelihood and severity of accidents would be reduced. Therefore, there would be **less than significant impact** directly, indirectly, and cumulatively to the public or the environment through the routine transport, use, or disposal of hazardous materials. | | | | |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | **X** | ☐ |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9b. Response:** ***(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR Tables 5.7 A – D, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code, City of Riverside's EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, OEM's Strategic Plan, CalEPA. DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm; California State Water Resources Control Board. GeoTracker. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=riverside,ca; CalEPA. Envirostor.http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=riverside; US EPA. List of EPA - Regulated Facilities in Envirofacts. https://ofmpub.epa.gov/enviro/efsystemquery.multisystem?sic_type=Equal%20to&sic_code_to=&naics_type=Equal%20to&naics_to=&chem_name=&chem_search=Beginning%20With&cas_num=&page_no=1&output_sql_switch=FALSE&report=1&database_type=Multisystem&minx=-117.363579&miny=33.980459&maxx=-117.354996&maxy=33.985441&ve=16,33.982950,-117.359287)*** **Less Than Significant.** The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, gasoline, solvents, architectural coatings, and equipment lubricants. The project is a proposal to remodel the two existing buildings located on-site. Due to the age of the existing buildings, lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the remodel. As a result, lead based paint and/or asbestos containing materials would be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials would be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.<br>The construction phase would also include the installation of new stormwater appurtenances and 26,000 square feet of new floor area. The site's existing tenant is occupied by a beauty, hygiene, and skin products manufacturer. Typically, these products contain Volatile Organic Compounds (VOCs). Residual VOCs may be present in the underlying soils. As a result, the project's contractors must be familiar with SCAQMD Rule 1166-Volatile Organic Compound Emissions from Decontamination of Soil. Once the project is complete, the likelihood of accidental release of VOCs will be minimized by continual adherence to Federal regulations. 220 Laboratories is presently under EPA oversight and will continue to be once the project has finished. As a result, the potential impacts are considered to be less than significant. | | | | |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | **X** | ☐ |
| **9c. Response:** ***(Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D - CalARP RMP Facilities in the Project Area, Figure 5.13-2 – RUSD Boundaries, Table 5.13-D RUSD Schools, Figure 5.13-3 AUSD Boundaries, Table 5.13-E AUSD Schools, Figure 5.13-4 – Other School District Boundaries, California Health and Safety Code, Title 49 of the Code of Federal Regulations, California Building Code)*** **Less than Significant Impact.** The proposed project does not involve any emission or handling of any hazardous materials, substances or waste within one-quarter mile of an existing school because the use is located 0.62 miles from the nearest existing or proposed school, which is John W North High School. Nevertheless, the proposed project will utilize hazardous materials in the form of Volatile Organic Compounds, or VOCs. Therefore, the project Applicant will be required to comply with the provisions of the City's Fire Code and any additional regulations as required in the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Compliance with existing Federal and State regulations impacts associated with the exposure of schools to hazardous materials caused by this project will be a **less than significant impact** directly, indirectly, and cumulatively. | | | | |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | **X** |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9d. Response:** ***(Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information and 5.7-C – DTSC EnviroStor Database Listed Sites)***<br>**No Impact.** A review of hazardous materials site lists compiled pursuant to Government Code Section 65962.5 found that the project site is not included on any such lists. Therefore, the project would have **no impact** to creating any significant hazard to the public or environment directly, indirectly, or cumulatively. | | | | |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | **X** |
| **9e. Response:** ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 20050; Google Earth. Website accessed December 18, 2018; Riverside County Airport Land Use Commission. Flabob Airport Compatibility Plan. http://www.rcaluc.org/Portals/0/PDFGeneral/plan/newplan/14-%20Vol.%201%20Flabob.pdf)***<br>**No Impact.** The project site is not located within two miles of a public use airport. Flabob Airport is located 2.57 miles northwest of the project site. The project site is not located within the Runway Protection Zone (RPZ) of the aforementioned airport. In addition, the proposed project would not penetrate the designated slope for the aforementioned airports. Essentially, the proposed project would not introduce a building that would interfere with the approach and take-off of airplanes utilizing the aforementioned airport and would not risk the safety of the people working on-site. Furthermore, the project site is not located within any 60 Community Noise Equivalent Level (CNEL) contour line boundaries. However, according to Figure PS-6B, the project site is located within the FAR PART 77 Notification Area for the March Air Reserve Base. Nevertheless, the project will not interfere with planes using the March Air Reserve due to the project's height (35 feet) and the distance between the site and the aforementioned air port. As a result, the proposed project would not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and no impacts would occur. | | | | |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | **X** | ☐ |
| **9f. Response:** ***(Source: GP 2025 FPEIR Chapter 7.5.7 – Hazards and Hazardous Materials, City of Riverside's EOP, 2002 and Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1, and OEM's Strategic Plan)***<br>**Less Than Significant Impact.** The project will be served by existing, fully improved streets such as Third Street, as well as a network of on-site local streets. All streets have been designed to meet the Public Works and Fire Departments' specifications. As part of the project's construction, a temporary street closing will be necessary. Any street closing will be of short duration so as not to interfere or impede with any emergency response or evacuation plan. Therefore, the project will have a **less than significant impact** directly, indirectly, and cumulatively to an emergency response or evacuation plan. | | | | |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | **X** | ☐ |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **9g. Response:** ***(Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas, GIS Map Layer VHFSZ 2010, City of Riverside's EOP, 2002, Riverside Operational Area – Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM's Strategic Plan)***<br>**Less Than Significant Impact.** The proposed project is located adjacent to the urban/rural interface area of fire risk as depicted in Figure 5.7-3 of the General Plan 2025 Program FPEIR but not within a Very High Fire Severity Zones (VHFSZ). The project has provided the required access roads around the proposed structures, meeting the minimum roadway widths of Title 18 (Subdivision Code) and the City's Fire Code Section 503 (California Fire Code 2007). Clearance around the proposed structures has been reviewed by the Fire Department and determined to be adequate. With implementation of General Plan 2025 policies, compliance with existing codes and standards, and through Fire Department practices, impacts from wildland fires due to this project are **less than significant** directly, indirectly, and cumulatively. | | | | |
| **10. HYDROLOGY AND WATER QUALITY.**<br>Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | **X** | ☐ |
| **10a.Response:** ***(Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water and Proactive Engineering Consultants – Water Quality Management Plan)***<br>**Less Than Significant Impact.** The project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the City's MS4. The SWPPP is required to apply for an NPDES General Industrial Activities Storm Water Permit (GIASP). The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. This permit must be obtained prior to the commencement of construction. Adherence to the BMPs outlined in the mandatory SWPPP will ensure that the project's construction does not violate any water quality standards or waste discharge requirements.<br>A Water Quality Management Plan (WQMP) was prepared for the project by Proactive Engineering Consultants. This WQMP is presented in Appendix D. The WQMP identifies various structural BMPs that will be installed to filter contaminated runoff. These BMPs include an infiltration basin and catch basin insert filters. Stormwater runoff will accumulate on the surface where it will be conveyed to grate inlets located throughout the parking areas. These inlets will be equipped with FloGard +Plus Catch Basin Inlet Filters. The FloGard inlet filters remove sediment, debris, leaves, petroleum hydrocarbons, rubbish, etc. from runoff passing through the filter inlet basket. From there, filtered runoff is conveyed from the inlet filters through pipes either off-site or to the infiltration basin that will be located in the northwest portion of Site 1. A Contech Corrugated Metal Pipe infiltration system will be used. This system consists of perforated corrugated metal pipes that hold stormwater runoff underground while allowing it to infiltrate the surrounding soil. The construction and subsequent occupation of the proposed project will not result in a violation of water quality standards or waste discharge requirements, nor will the project degrade surface or ground water quality since the project Applicant must prepare a SWPPP and WQMP and implement the BMPs identified in those plans. The inclusion of the FloGard inlet filters will remove potential contaminants of concern from runoff, while the infiltration basin will reduce the amount of runoff that is discharged into the local stormwater infrastructure. Given compliance with all applicable local, state, and federal laws regulating surface water quality and the fact that the project will not result in a net increase of surface water runoff, the proposed project as designed is anticipated to result in a **less than significant impact** directly, indirectly, or cumulatively to any water quality standards or waste discharge. | | | | |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | **X** | ☐ |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **10b. Response:** ***(Source: General Plan 2025 Table PF-1 – RPU Projected Domestic Water Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU Map of Water Supply Basins, RPU Urban Water Management Plan, WMWD Urban Water Management Plan and Proactive Engineering Consultants. Water Quality Management Plan. Plan dated June 23, 2017.)*** **Less than Significant Impact.** The grading and trenching that would be undertaken to accommodate the building footings, utility lines, and other underground infrastructure such as stormwater appurtenances and double check detector assemblies would not extend to depths required to encounter groundwater. Therefore no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur. The project would continue to be connected to the City's water lines and would not result in a direct decrease in underlying groundwater supplies. Furthermore, the project's contractors would be required to adhere to the applicable Best Management Practices (BMPs) for the construction site. Adherence to the required BMPs would restrict the discharge of contaminated runoff into the local storm drain system. As a result, the impacts are anticipated to be **less than significant.** | | | | |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i. Result in substantial erosion or siltation on-or-off-site? | ☐ | ☐ | **X** | ☐ |
| **10i Response:** ***(Source: Google Earth. Website accessed December 20, 2018.)*** **Less Than Significant Impact.** Once implemented, the proposed project would change the site's drainage characteristics. A majority of the project site is currently covered over in impervious surfaces. Currently, stormwater runoff is discharged off-site into local storm drains. Following construction, runoff will percolate into the ground through the infiltration basin. Furthermore, the portion of Third Street that extends along the site's southern property line is paved and any runoff discharged off-site would not result in erosion or siltation. Additionally, the project's construction would be restricted to the designated project site and the project would not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. The Riverside Canal is the closest body of water to the project site. This canal is located 1.50 miles to the east of the project site. Therefore, the project will have a **less than significant impact** directly, indirectly, or cumulatively to existing drainage patterns. | | | | |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site? | ☐ | ☐ | **X** | ☐ |
| **10ii Response:** ***(Source: Proactive Engineering Consultants. Water Quality Management Plan. Plan dated June 23, 2017.)*** **Less Than Significant Impact.** A Water Quality Management Plan (WQMP) was prepared for the project by Proactive Engineering Consultants. The WQMP identifies various structural BMPs that will be installed to filter contaminated runoff. These BMPs include an infiltration basin and catch basin insert filters. Stormwater runoff will accumulate on the surface where it will be conveyed to grate inlets located throughout the parking areas. These inlets will be equipped with FloGard +Plus Catch Basin Inlet Filters. The FloGard inlet filters remove sediment, debris, leaves, petroleum hydrocarbons, rubbish, etc. from runoff passing through the filter inlet basket. From there, filtered runoff is conveyed from the inlet filters through pipes either off-site or to the infiltration basin that will be located in the northwest portion of Site 1. A Contech Corrugated Metal Pipe infiltration system will be used. This system consists of perforated corrugated metal pipes that hold stormwater runoff underground while allowing it to infiltrate the surrounding soil. These post-construction BMPs would filter out contaminants of concern, allow runoff to percolate into the ground, and would also result in the controlled discharge of excess runoff off-site. Thus, the project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. Therefore, the project will have a **less than significant impact** directly, indirectly, or cumulatively to existing drainage patterns. | | | | |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | X | ☐ |

**10iii Response: (Source:** ***Proactive Engineering Consultants. Water Quality Management Plan. Plan dated June 23, 2017.)***

**Less Than Significant Impact.** A Water Quality Management Plan (WQMP) was prepared for the project by Proactive Engineering Consultants. The WQMP identifies various structural BMPs that will be installed to filter contaminated runoff. These BMPs include an infiltration basin and catch basin insert filters. Stormwater runoff will accumulate on the surface where it will be conveyed to grate inlets located throughout the parking areas. These inlets will be equipped with FloGard +Plus Catch Basin Inlet Filters. The FloGard inlet filters remove sediment, debris, leaves, petroleum hydrocarbons, rubbish, etc. from runoff passing through the filter inlet basket. From there, filtered runoff is conveyed from the inlet filters through pipes either off-site or to the infiltration basin that will be located in the northwest portion of Site 1. A Contech Corrugated Metal Pipe infiltration system will be used. This system consists of perforated corrugated metal pipes that hold stormwater runoff underground while allowing it to infiltrate the surrounding soil. These post-construction BMPs would filter out contaminants of concern, allow runoff to percolate into the ground, and would also result in the controlled discharge of excess runoff off-site. Thus, the project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. Therefore, the project will have a **less than significant impact** directly, indirectly, or cumulatively to existing drainage patterns.

| | | | | |
|---|---|---|---|---|
| iv. Impede or redirect flood flows? | ☐ | ☐ | ☐ | X |

**10iv Response: (Source:** ***Federal Emergency Management Agency (FEMA). https://msc.fema.gov/portal/search?AddressQuery=riverside#searchresultsanchor, FEMA. Flood Zones, Definition/Description. http://www.fema.gov/floodplain-management/flood-zones;)***

**No Impact.** According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Riverside, the proposed project site is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. Therefore**, no impact** potential for redirecting flood waters exists either directly, indirectly, or cumulatively.

| | | | | |
|---|---|---|---|---|
| d. In floor hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | X |

**10d. Response:** ***(Source: GP 2025 FPEIR Chapter 7.5.8 – Hydrology and Water Quality; Federal Emergency Management Agency (FEMA). FEMA Flood Map https://msc.fema.gov/portal/search?AddressQuery=riverside#searchresultsanchor; FEMA. Flood Zones, Definition/Description. http://www.fema.gov/floodplain-management/flood-zones; Google Earth. Website accessed December 7, 2018; City of Riverside. Riverside General Plan Public Safety Element Figure PS-4 Flood Hazard Areas. Plan adopted November, 2007.)***

**No Impact.** According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Riverside, the proposed project site is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain. The proposed project site is not located in an area that is subject to inundation by tsunami or seiche. The project site is located inland approximately 40 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami. Furthermore, a seiche in the Gage Canal is not likely to happen due to the current level of channelization and volume of water present.

As illustrated in Figure PS-4, the project site is located outside of inundation areas for the Sycamore Canyon Dam; the Box Springs Dam; the Prenda Dam; the Woodcrest Dam; Mary Street Dam; Alessandro Dam; Lake Matthews Dam; Harrison Dam; Mockingbird Canyon Dam; or the Fairmount Dam. As a result, no impacts with regards to flooding, tsunamis, seiches, or dam inundation will occur. Therefore, **no impact** potential for seiche or mudflow exists either directly,

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| indirectly, or cumulatively. | | | | |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☐ | X |

**10e. Response:** ***(Source: Proactive Engineering Consultants. Water Quality Management Plan. Plan dated June 23, 2017.)***

**No Impact.** The proposed project is currently in compliance with Title 14, Chapter 14.12 of the City of Riverside Municipal Code. Title 14, Chapter 14.12 of the City of Riverside Municipal Code is responsible for implementing the NPDES and MS4 stormwater runoff requirements. The Applicant will also be required to install the post-construction structural BMPS identified in the WQMP. In addition, the project's construction and operation would not interfere with any groundwater management or recharge plan. As a result, **no impacts** are anticipated.

| 11. LAND USE AND PLANNING: Would the project: | | | | |
|---|---|---|---|---|
| a. Physically divide an established community? | ☐ | ☐ | ☐ | X |

**11a. Response:** ***(Source: General Plan 2025 Land Use and Urban Design Element, Project site plan, City of Riverside GIS/CADME map layers)***

**No Impact.** Various uses including single-family, multiple-family, and industrial development occupy frontage along Third Street. The following land uses and development are located near the project site:

- *North of the project site.* Industrial uses such as PSC, an environmental and hazardous waste remediation firm, and Homegrown Organics, a produce supplier, abut the project site to the north.
- *South of the project site.* Third Street extends along the site's southern property line in an east-west orientation. Various uses including a County Maintenance building, unoccupied strip commercial, and residential units line the south side of Third Street, opposite the project site.
- *East of the project site.* A Business Park occupied by Victor Electric, Inc.; Same Day Signs; and Lawrence Doors abuts the site to the east. These uses occupy frontage along the west side of Franklin Avenue.
- *West of the project site.* Park Avenue extends along the site's western property line in a north-south orientation. Blue Banner Company, a produce supplier and shipping company, occupies frontage along the west side of Park Avenue.

The issue is specifically concerned with the expansion of an inconsistent land use into an established neighborhood assuming that an "established community" refers to a residential neighborhood. The proposed industrial use would continue to be confined within the project site's boundaries. The project's implementation would not affect these legal non-conforming residential homes. As a result, the project would not lead to any division of an existing established neighborhood and **no impacts** would occur.

| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | X | ☐ |
|---|---|---|---|---|

**11b. Response:** ***(Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Figure LU-7 – Redevelopment Areas, Title 19 – Zoning Code, Title 18 – Subdivision Code, Title 7 – Noise Code, Title 17 – Grading Code, Title 20 – Cultural Resources Code, Title 16 – Buildings and Construction and Citywide Design and Sign Guidelines)***

**Less Than Significant Impact.** The project site's land use designation is *I*, or Industrial (refer to Exhibit 2 in Attachment 1 provided at the end of this document). The project would be required to undergo Design Review (DR) to ensure the project's conformity with the applicable design guidelines and development standards and will also require a Variance since the project is deficient in parking. The project will also require a Variance to permit an exceedance in height for the proposed fence. No other discretionary actions are required to accommodate the proposed project. Table 5 depicts the proposed project's conformity with the City's I zoning standards.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

**Table 5**
**The Project Conformity with the City's Zoning Standards**

| Description | City Requirements | Site 1 | Site 2 | Conforms? |
|---|---|---|---|---|
| Maximum Floor Area Ratio (FAR) | 0.60 to 1.0 | 0.40 | 0.47 | Yes |
| Lot Area | 10,000 sq. ft. | 155,944 sq. ft | 388,367 sq. ft. | Yes |
| Lot Width | 60 ft | 260 ft | 436 ft. | Yes |
| Lot Depth | 100 ft | 600 ft | 661 ft | Yes |
| Building Height | 45 ft. | 35 ft. | 37 ft. | Yes |
| Front Yard Setback | 20 ft. | >20 ft. | >20 ft. | Yes |

**Source:** City of Riverside Municipal Code

As shown in the table, the project conforms to the City's development standards established for the I Zone. The site's General Plan land use is Industrial. According to the Land Use Element of the City's General Plan, the goal of the industrial zone is:

> *"to realize the vision of a more evolved economy, including better work opportunities within Riverside, remaining industrial land must carefully utilized, with favor given to "clean" industries that yield robust numbers of higher-paying jobs. Candidate industries, many of which already have a presence in Riverside, include high technology, biotechnology, general research and development and light manufacturing."*

The project is consistent with the aforementioned goal. The tenant (220 Laboratories) has operated within the City since 1991 and as involved in the manufacturing of beauty, skin, and hygiene products. The project is a proposal to remodel and expand the existing use. Furthermore, the project is consistent with the following General Plan goals and policies:

- *Objective LU-24: Maximize the economic impact of Riverside's industrial land by careful use of industrial properties, giving priority to clean enterprises that yield large numbers of highly skilled, high paying jobs relative to site size.* The project is a proposal to expand an existing manufacturing use. The expansion that is proposed will allow the company to increase capacity, thereby hiring additional workers to fill high paying skilled positions. Some additional positions may be added for research and development and/or product synthesis.
- *Policy LU-24.3: Avoid giving City incentives for development of warehouse and distribution facilities, rather give greater preference to industrial land uses that produce relatively high yields of well-paying jobs.* The project is a proposal to expand an existing manufacturing use. The expansion that is proposed will allow the company to increase capacity, thereby hiring additional workers to fill high paying skilled positions. Some additional positions may be added for research and development and/or product synthesis.
- *Policy LU-25.4: Identify opportunities to redevelop older, underutilized properties***.** The project is a proposal to remodel and expand an existing manufacturing use.

In addition, the project site is located within the Hunter Business Park Specific Plan Area. The project conforms to the following goals and policies outlined for the Hunter Business Park:

- *Objective LU-56: Enhance Hunter Business Park's competitive position in the region*. The proposed project will improve the site's image from Third Street. The proposed improvements may also facilitate a revitalization of the Hunter Business Park.
- *Policy LU-56.4: Recognize Riverside's limited supply of industrial land and give preference to clean industries that create a relatively high number of jobs per square foot*. The project is a proposal to expand an existing manufacturing use. The expansion that is proposed will allow the company to increase capacity, thereby hiring additional workers to fill high paying skilled positions. Some additional positions may be added for research and development and/or product synthesis.

Since the project is consistent with the site's underlying zoning, Specific Plan, and General Plan land use designation, the potential impacts are considered to be **less than significant.**

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **12. MINERAL RESOURCES.** Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | **X** |

**12a. Response:** ***(Source: General Plan 2025 Figure – OS-1 – Mineral Resources and California, State of. Department of Conservation. California Oil, Gas, and Geothermal Resources Well Finder. https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.32423/33.97767/13)***

**No Impact.** As illustrated in Figure OS-1 of the City's Open Space and Conservation Element, the project site is located within MRZ-3, which indicates the presence of mineral resources of unknown significance. The site is presently occupied by 220 Laboratories and there are no ongoing mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there are no wells located within the project site. Therefore, the project will have **no impact** on mineral resources directly, indirectly, or cumulatively.

| | | | | |
|---|---|---|---|---|
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | **X** |

**12b. Response:** ***(Source: General Plan 2025 Figure – OS-1 – Mineral Resources)***

**No Impact.** As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, there is **no impact**.

| | | | | |
|---|---|---|---|---|
| **13. NOISE.** Would the project result in: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | **X** | ☐ |

**13a. Response:** ***(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, FPEIR Table 5.11-I – Existing and Future Noise Contour Comparison, Table 5.11-E – Interior and Exterior Noise Standards, Appendix G – Noise Existing Conditions Report, Title 7 – Noise Code, Bugliarello, et. al., The Impact of Noise Pollution, Chapter 127, 1975, USEPA, Protective Noise Levels. 1971, Laborers' Health and Safety Fund of North America. Controlling Noise on Construction Sites. https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf.)***

**Less Than Significant Impact.** The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. Noise levels may also be expressed as dBA where an "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived nose levels at lower frequencies. Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.

Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise.

In addition, the construction noise levels would decline as one move away from the noise source in phenomenon known as *spreading loss*. Noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. The nearest sensitive receptors to the project site include the residential development located along the south side of Third Street approximately 140 feet southeast of Site 1 and 78 feet south of Site 2. The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. As indicated by the model, the project's construction will result in ambient noise levels of up to 79 dBA at the nearest sensitive receptor.

As stated in the Noise Element of the City's General Plan, Riverside Municipal Code Section 7.35.010(B)(5) regulates the allowable hours of construction activity to 7:00 A.M. to 7:00 P.M. on weekdays and 8:00 A.M. to 5:00 P.M. on Saturdays, with no construction activities allowed on Sunday or Federal holidays. In addition, the Municipal Code limits noise levels from construction activities to the maximum permitted exterior noise level for the affected land use (which would be single family residential). According to Figure N-10 of the Noise Element, the maximum "Normally Acceptable" noise level for single family is 60 dBA, while the Table 7.25.010A of the Municipal Code identifies a maximum permitted exterior noise level of 55 dBA during the daytime.

An *Extec* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded along the north side of Third Street (these noise measurements are provided in Appendix E). The measurements were taken Friday morning at 11:45 AM. Table 6 indicates the variation in noise levels over time during the measurement period. As indicated previously, the $L_{50}$ noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement period were 55.6 dBA.

**Table 6**
**Noise Measurement Results**

| Noise Metric | Noise Level (dBA) along the North Side of Third Street |
|---|---|
| **$L_{max}$ (Maximum Noise Level)** | 76.9 dBA |
| **$L^{99}$ (Noise levels <99% of time)** | 76.8 dBA |
| **$L^{90}$ (Noise levels <90% of time)** | 63.3 dBA |
| **$L^{75}$ (Noise levels <75% of time)** | 56.7 dBA |
| **$L^{50}$ (Noise levels <50% of time)** | 54.0 dBA |
| **$L_{min}$ (Minimum Noise Level)** | 48.3 dBA |
| **Average Noise Level** | 55.6 dBA |

**Source:** Blodgett Baylosis Environmental Planning.

As indicated in Table 3-7, ambient noise levels would spike over 70 dBA following the passage of a truck. According to Figure N-10 of the City's Noise Element of the General Plan, the site is located within a "Normally Acceptable" to "Conditionally Acceptable" Ldn zone.

As stated above, the average ambient noise level recorded along Hellman Avenue was 55.6 dBA. These noise levels would decrease as the distance from Third Street increases. The proposed warehouse would be set back 220 feet from Third Street. In addition, much of the daily operations would occur within the warehouse buildings or within the loading areas located along the south side of the warehouse.

The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace which include a maximum noise exposure level of 90 dBA for more than eight hours in any workday. Finally, future tenants must comply with all Occupation Health and

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

Safety Administration (OSHA) requirements regarding noise control. Adherence to the above-mentioned operational regulations would protect employees from excessive noise levels.

Noise emanating from the project site would not affect any nearby sensitive receptors due to the principles of *spreading loss*. The closest sensitive receptors include the residential development located along the south side of Third Street approximately 140 feet southeast of Site 1's southern property line and 78 feet south of Site 2's southern property line. Building 2 is located 220 feet north of these same receptors. In addition, Building 2's loading areas and dock high doors would be located over 500 feet north of north of those receptors. Future sources of noise generated on-site would include noise from vehicles traveling to and from the project and noise emanating from back-up alarms, roll-up doors, forklifts, and other equipment. Noise generated within the parking lot would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning.

The distance between these areas within Site 2 and the sensitive receptors would naturally aid the reduction of noise levels since noise levels decrease with distance. Therefore, operational noise is expected to decrease by 15 dBA based on the principles of spreading loss. Furthermore, the dock high doors would be provided along the two building's north facing elevation, oriented away from the aforementioned residential. Operational noise generated from the truck loading areas would also be reduced by the buildings themselves since objects located within the line-of-sight between the source and a point would lead to the attenuation of noise. The building itself may reduce noise levels generated within the loading areas by up to 13 dBA. Lastly, noise emanating from the pumping and storage of VOCs in the northern portion of Site 1 will be attenuated by Building. As a result, the proposed project would not expose sensitive receptors and employees to excessive noise levels and the impacts are anticipated to be **less than significant**.

| | | | | |
|---|---|---|---|---|
| b. Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | **X** | ☐ |

**13b. Response:** ***(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contours, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment, Appendix G – Noise Existing Conditions Report)***

**Less Than Significant Impact.** The construction of the proposed project would result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction would not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential areas is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Buildings located in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects, low rumbling sounds and discernible vibrations at moderate levels, and actual building damage at the highest levels. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 7 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at

which vibration becomes an irritation to people is 0.64 inches per second.

**Table 7**
**Common Effects of Construction Vibration**

| Peak Particle Velocity (in/sec) | Effects on Humans | Effects on Buildings |
|---|---|---|
| <0.005 | Imperceptible | No effect on buildings |
| 0.005 to 0.015 | Barely perceptible | No effect on buildings |
| 0.02 to 0.05 | Level at which continuous vibrations begin to annoy occupants of nearby buildings | No effect on buildings |
| 0.1 to 0.5 | Vibrations considered unacceptable for persons exposed to continuous or long-term vibration. | Minimal potential for damage to weak or sensitive structures |
| 0.5 to 1.0 | Vibrations considered bothersome by most people, however tolerable if short-term in length | Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins. |
| >3.0 | Vibration is unpleasant | Potential for architectural damage and possible minor structural damage |

Source: U.S. Department of Transportation

The project's implementation would not require deep foundations since the underlying fill soils would be removed and the proposed improvements would have a maximum height of 37 feet. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet bgs. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. However, other vibration generating equipment would be used on-site during construction. As stated above, the project would require the use of excavators, loaders, bulldozers, and haul trucks.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-8. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 7 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) (FTA, May 2006) is considered safe and would not result in any construction vibration damage.

**Table 8**
**Vibration Source Levels for Typical Construction Equipment**

| Construction Equipment | | PPV @25 ft. (inches/sec.) | Vibration (VdB) @ 25 ft. |
|---|---|---|---|
| Pile Driver (impact) | Upper range | 1.58 | 112 |
| | Typical | 0.644 | 104 |
| Clam Shovel Drop | | 0.202 | 94 |
| Large Bulldozer | | 0.089 | 87 |
| Caisson Drilling | | 0.089 | 87 |
| Loaded Trucks | | 0.076 | 86 |
| Small Bulldozer | | 0.035 | 79 |

**Source:** Noise and Vibration During Construction

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| As indicated previously, the nearest sensitive receptors to the project site include the residential development located along the south side of Third Street approximately 140 feet southeast of Site 1's southern property line and 78 feet south of Site 2's southern property line. Building 2 is located 220 feet north of these same receptors. In addition, Building 2's loading areas and dock high doors would be located over 500 feet north of north of those receptors. The project will involve both interior and exterior alterations. The outdoor construction activities will mostly be restricted to the installation of new BMPs and pavement and planting of landscape. Modifications done to the exterior of Building 2 will be performed 220 feet north of the aforementioned receptors. The distance from construction activity and the nearby sensitive receptors will attenuate vibrations caused by the construction equipment.<br><br>Once operational, the proposed project will not generate excessive ground-borne noise because truck loading and unloading will occur over 500 feet north of the nearest residential within the rear portions of Site's 1 and 2. In addition, the project will be required to adhere to all pertinent City noise control regulations.<br><br>A traffic noise prediction model was operated for the nearest segment of Third Street to determine the projected noise exposure levels from traffic noise. The worksheets for this model are shown in Appendix E. The noise prediction model utilizes a number of independent variables to predict LDN (the average 24-hour day and nighttime noise level), including existing traffic volumes, nature of the ground surface (defined as hardscape or softscape), roadway grade, and the receptor distance from the roadway centerline. The traffic noise levels are depicted using noise "contours" that define the traffic noise levels within the contour. The LDN for the existing conditions was calculated using the existing traffic volumes presented in the traffic analysis. According to the model, the existing LDN along Third Street is 70 dBA. When adding the daily trips from the proposed project, the LDN for Savanna Street will remain unchanged (70 dBA). The overall increase in ambient noise level would not be readily apparent to an individual with normal hearing. This typically requires a doubling of traffic volumes to generate a change in ambient noise volumes of between 3.0 and 5.0 dBA. Therefore, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant. | | | | |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | **X** |

**13c. Response:** ***(Source: General Plan 2025 Figure N-8 – Riverside and Flabob Airport Noise Contours, Figure N-9 – March ARB Noise Contour, Figure N-10 – Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999),Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))***

**No Impact.** The project site is not located within two miles of a private airstrip. In addition, the project site is not located within two miles of a public use airport. Flabob Airport is located 2.57 miles northwest of the project site. The project site is not located within the Runway Protection Zone (RPZ) of the aforementioned airport. Furthermore, the project site is not located within any 60 Community Noise Equivalent Level (CNEL) contour line boundaries. However, according to Figure PS-6B, the project site is located within the FAR PART 77 Notification Area for the March Air Reserve Base. Nevertheless, the project will not interfere with planes using the March Air Reserve due to the project's height (35 feet) and the distance between the site and the aforementioned air port. As a result, the proposed project would not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and **no impacts** would occur.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **14. POPULATION AND HOUSING.** Would the project: | | | | |
| a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | **X** |

**14a. Response:** ***(Source: General Plan 2025 Table LU-3 – Land Use Designations, FPEIR Table 5.12-A – SCAG Population and Households Forecast, Table 5.12-B – General Plan Population and Employment Projections–2025, Table 5.12-C – 2025 General Plan and SCAG Comparisons, Table 5.12-D - General Plan Housing Projections 2025, Capital Improvement Program, SCAG's RCP and RTP, and The Natelson Company, Inc. Employment Density Study Summary Report. October 31, 2001.)***

**No Impact.** Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The site is currently occupied.
- *Extension of roadways and other transportation facilities.* The project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure, though new utility lines will be installed. The installation of these new utility lines will not lead to subsequent development.
- *Major off-site public projects (treatment plants, etc.).* The project is a proposal to expand an existing manufacturing use. The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere.* There are no housing units located on-site.
- *Additional population growth leading to increased demand for goods and services.* The project will not lead to any direct increase in the City's population since no housing will be provided.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Riverside is projected to add a total of 80,500 new jobs through the year 2040. The project is projected to result in a total of 54 new jobs. The projected number of new jobs is well within SCAG's employment projections for the City of Riverside. Therefore, this project will have **no impact** on population growth either directly or indirectly.

| | | | | |
|---|---|---|---|---|
| b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | **X** |

**14b. Response:** ***(Source: Blodgett Baylosis Environmental Planning - Site survey conducted on December 7, 2018)***

**No Impact.** The project will not displace existing people or housing, necessitating the construction of replacement housing elsewhere because the project site is proposed on an improved site that has no existing housing that will be removed or affected by the proposed project. Therefore, there will be **no impact** on existing housing either directly, indirectly, or cumulatively.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **15. PUBLIC SERVICES.** | | | | |
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| a. Fire protection? | ☐ | ☐ | **X** | ☐ |

**15a. Response:** ***(Source: FPEIR Table 5.13-B – Fire Station Locations, Table 5.13-C – Riverside Fire Department Statistics and Ordinance 5948 § 1)***

**Less than Significant Impact.** The City of Riverside Fire Department provides fire prevention and emergency medical services within the City. The Riverside Fire Department has grown from a purely volunteer group in 1883 to a fully professional fire department with 220 uniformed members as well as six fire inspectors, two plan checkers, a public education specialist, and additional support staff. The Fire Department operates from 14 stations, though the closest fire station to the project site is station Number 4, which is located 0.90 miles to the southeast along the south side of Linden Street.

The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow (or the flow rate of water that is available for extinguishing fires). The project Applicant must be able to demonstrate sufficient fire flow. The proposed project would only place an incremental demand on fire services since the project will be constructed with strict adherence to all pertinent building and fire codes. In addition, the project's implementation will not affect response times or department capacity. As a result, the potential impacts to fire protection services are considered to be **less than significant**.

| | | | | |
|---|---|---|---|---|
| b. Police protection? | ☐ | ☐ | **X** | ☐ |

**15b. Response:** ***(Source: General Plan 2025 Figure PS-8 – Neighborhood Policing Centers)***

**Less Than Significant.** Law enforcement services are provided by the Riverside Police Department. The Riverside Police Department's station is located approximately one mile west of the project site. The proposed project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure open space. The Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements. Specifically, all security gates, monitoring systems, alarms, and walls will be under department review. Adherence to the abovementioned requirement will reduce potential impacts to levels that are **less than significant** on the demand for additional police facilities or services either directly, indirectly, or cumulatively.

| | | | | |
|---|---|---|---|---|
| c. Schools? | ☐ | ☐ | ☐ | **X** |

**15c. Response:** ***(Source: FPEIR Figure 5.13-2 – RUSD Boundaries, Table 5.13-D – RUSD, Figure 5.13-3 – AUSD Boundaries, Table 5.13-E – AUSD, Table 5.13-G – Student Generation for RUSD and AUSD By Education Level, and Figure 5.13-4 – Other School District Boundaries)***

**No Impact.** The project is non-residential use that will not involve the addition of any housing units that would increase numbers of school age children. Therefore, there will be **no impact** on the demand for additional school facilities or services either directly, indirectly, or cumulatively.

| | | | | |
|---|---|---|---|---|
| d. Parks? | ☐ | ☐ | ☐ | **X** |

**15d. Response:** ***(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Parks Master Plan 2003, GP 2025 FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative)***

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **No Impact.** The project is a non-residential use that will not involve the addition of any housing units that would increase the population. Therefore, there will be **no impact** on the demand for additional park facilities or services either directly, indirectly, or cumulatively. | | | | |
| e. Other public facilities? | ☐ | ☐ | ☐ | **X** |
| **15e. Response:** ***(Source: General Plan 2025 Figure LU-8 – Community Facilities, FPEIR Figure 5.13-5 - Library Facilities, Figure 5.13-6 - Community Centers, Table 5.3-F – Riverside Community Centers, Table 5.13-H – Riverside Public Library Service Standards)*** | | | | |
| **No Impact.** The project is in an urbanized area within an existing building and does not propose new residences/businesses. Adequate public facilities and service such as libraries and communities centers and are available to serve this project. Therefore, this project will not result in the intensification of land use and there will be **no impact** on the demand for additional public facilities or services either directly, indirectly, or cumulatively. | | | | |
| **16. RECREATION.** | | | | |
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | **X** |
| **16a. Response:** ***(Source: General Plan 2025 Figure PR-1 – Parks, Open Spaces and Trails, Table PR-4 – Park and Recreation Facilities, Figure CCM-6 – Master plan of Trails and Bikeways, Parks Master Plan 2003, FPEIR Table 5.14-A – Park and Recreation Facility Types, and Table 5.14-C – Park and Recreation Facilities Funded in the Riverside Renaissance Initiative, Table 5.14-D – Inventory of Existing Community Centers, Riverside Municipal Code Chapter 16.60 - Local Park Development Fees, Bicycle Master Plan May 2007)*** | | | | |
| **No Impact.** Due to the nature of the proposed project, no increase in the usage of City parks and recreational facilities is anticipated to occur. The closest park to the project site is Patterson Park, located 0.47 mile to the southeast of the project site. The proposed warehouse development will be constructed within the confines of the project site and the proposed project will not physically impact the aforementioned park. Since the project will not result in an increase in demand for parks and recreational services, **no impacts** will occur. | | | | |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | **X** |
| **16b. Response:** ***(Source: The project is industrial in nature)*** | | | | |
| **No Impact.** The project will not include new recreational facilities or require the construction or expansion of recreational facilities; therefore, there will be **no impact** directly, indirectly, or cumulatively. | | | | |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **17. TRANSPORTATION**<br>Would the project result in: | | | | |
| a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | ☐ | ☐ | **X** | ☐ |
| **17a. Response:** ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, FPEIR Figure 5.15-4 – Volume to Capacity (V/C) Ratio and Level of Service (LOS) (Typical 2025), Table 5.15-D – Existing and Future Trip Generation Estimates, Table 5.15-H – Existing and Typical Density Scenario Intersection Levels of Service, Table 5.15-I – Conceptual General Plan Intersection Improvement Recommendations, Table 5.15-J – Current Status of Roadways Projected to Operate at LOS E or F in 2025, Table 5.15.-K – Freeway Analysis Proposed General Plan, Appendix H – Circulation Element Traffic Study and Traffic Study Appendix, SCAG's RTP, and Crown City Engineers, Inc. Traffic Impact Study. General Light Industrial Development. Report dated December 17, 2018)*** | | | | |
| **Less than Significant.** The City did not require the preparation of a traffic study. Nevertheless, a Traffic Impact Analysis was prepared for the project by Crown City Engineers, Inc. The study concluded that the project's impacts are not significant at any of the signalized intersections. As a result, the potential impacts are considered to be less than significant. | | | | |
| b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | **X** | ☐ |
| **17b. Response:** ***(Source: Crown City Engineers, Inc. Traffic Impact Study. General Light Industrial Development. Report dated December 17, 2018)*** | | | | |
| **Less Than Significant Impact.** According to CEQA Guidelines *§15064.3 subdivision (b)(1),* vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The proposed project involves the remodel and expansion of an existing beauty and skin products manufacturer. The project's implementation will have less than significant impacts since the project will recycle existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be **less than significant**. | | | | |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | ☐ | ☐ | ☐ | **X** |
| **17c. Response:** | | | | |
| **No Impact.** The project site is not located within two miles of a private airstrip. In addition, the project site is not located within two miles of a public use airport. Flabob Airport is located 2.57 miles northwest of the project site. The project site is not located within the Runway Protection Zone (RPZ) of the aforementioned airport. However, according to Figure PS-6B, the project site is located within the FAR PART 77 Notification Area for the March Air Reserve Base. Nevertheless, the project will not result in a change in air traffic patterns; including either an increase in traffic levels or presenting a substantial safety risk since the proposed improvements will be no taller than what is currently on-site. As a result, the proposed project would not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and **no impacts** would occur. | | | | |
| d. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or | ☐ | ☐ | **X** | ☐ |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| incompatible uses (e.g., farm equipment)? | | | | |

**17d. Response:** ***(Source: Project Site Plans and Crown City Engineers, Inc. Traffic Impact Study. General Light Industrial Development. Report dated December 17, 2018)***

**Less Than Significant Impact.** Adequate sight distance is available from the driveways on Third Street. The proposed project will not expose future workers to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. As a result, the potential impacts are considered to be **less than significant**.

| | | | | |
|---|---|---|---|---|
| e. Result in inadequate emergency access? | ☐ | ☐ | ☐ | **X** |

**17e. Response:** ***(Source: California Department of Transportation Highway Design Manual, Municipal Code, and Fire Code and Crown City Engineers, Inc. Traffic Impact Study. General Light Industrial Development. Report dated December 17, 2018)***

**No Impact.** The project is located on a site that is currently developed, with all site improvements in place, and where no site modifications are proposed that would affect emergency access. Nevertheless, the project has been developed in compliance with Title 18, Section 18.210.030, and the City's Fire Code Section 503 (California Fire Code 2007); therefore, there will be **no impact** directly, indirectly, or cumulatively to emergency access.

| **18. TRIBAL CULTURAL RESOURCES.** Would the project: | | | | |
|---|---|---|---|---|
| 18a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? | ☐ | ☐ | **X** | ☐ |

**18a. Response: (*Source: AB52 Consultation)***

**Less Than Significant Impact.** AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. The project site is located within the cultural area that was formerly occupied by the Soboba Band of Luiseno Indians as well as the Pechanga Band of Luiseno. Nevertheless, the site is underlain with up to five feet of artificial fill. As a result, the project's potential impacts are considered to be at a **less than significant level.**

| **19. UTILITIES AND SYSTEM SERVICES.** Would the project: | | | | |
|---|---|---|---|---|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | **X** | ☐ |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

**19a. Response:** ***(Source: General Plan 2025 Table PF-1 – RPU PROJECTED DOMESTIC WATER Supply (AC-FT/YR), Table PF-2 – RPU Projected Water Demand, Table PF-3 – Western Municipal Water District Projected Domestic Water Supply (AC-FT/YR), RPU, FPEIR Table 5.16-G – General Plan Projected Water Demand for RPU Including Water Reliability for 2025, Table 5.16-I - Current and Projected Water Use WMWD, Table 5.16-J - General Plan Projected Water Demand for WMWD Including Water Reliability 2025, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area & Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD, Figure 5.16-4 – Water Facilities and Figure 5.16-6 – Sewer Infrastructure and Wastewater Integrated Master Plan and Certified EIR.)***

**Less than Significant.** According to the City's General Plan, the Riverside Public Works Department operates a comprehensive wastewater collection, treatment, and disposal system that serve most of the City, as well as portions of its sphere of influence and, under contract, the unincorporated communities served by the Jurupa, Rubidoux, and Edgemont Community Services Districts. The remaining portions of the City that are not serviced by the Riverside Public Works Department receive wastewater collection service from the Western Municipal Water District. The City's wastewater collection system includes over 102.7 miles of gravity sewers and 18 wastewater pump stations. As illustrated in Figure PF-2, the Third Street sewer lines are maintained by the City.

Treatment occurs at the Riverside Regional Water Quality Treatment Plant which, in 2005, treated almost thirty-three million gallons of sewage per day. The plant is undergoing an expansion and will have the capacity to treat 46 million gallons of sewage per day, 6 million gallons per day more than the current treatment capacity. The City has adequate planned capacity to meet the wastewater treatment needs of all future Riverside residents and businesses. Table 18 depicts the existing uses' current and future wastewater generation. The Applicant presently generates an estimated 15,937 gallons of wastewater per day. Once complete, the net increase in wastewater generation will be 2,159 gallons per day.

**Table 18**
**Wastewater Generation (gals/day)**

| Use | Unit | Factor | Generation |
|---|---|---|---|
| Existing Industrial/Manufacturing | 199,214 sq. ft. | 80 gallons/1,000 sq. ft./day | 15,937 gals/day |
| Proposed Project | 226,205 sq. ft. | 80 gallons/1,000 sq. ft./day | 18,096 gals/day |
| **Net Increase** | 26,991 sq. ft. | | 2,159 gals/day |

Source: City of Los Angeles CEQA Thresholds Guide

The project's expected increase in wastewater generation will be accommodated by the Riverside Public Works Department. As a result, the potential impacts are considered to be less than significant.

| | | | | |
|---|---|---|---|---|
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | ☐ | ☐ | **X** | ☐ |

**19b. Response:** ***(Source: FPEIR Figure 5.16-3 – Water Service Areas, Figure 5.16-4 – Water Facilities, Water Systems Consulting, Inc. 2015 Urban Water Management Plan for the Riverside Public Utilities Water Division. Report dated June 2016.)***

**Less Than Significant.** According to Tables 1-1 and 1-3 of the City's 2015 Urban Water Management Plan, the City will have an adequate of water to serve both the project and the City through the year 2040 under normal, dry, and multiple dry year scenarios. Table 19 depicts the existing uses' current and future water consumption. The Applicant presently uses an estimated 19,921 gallons of water per day. Once complete, the net increase in water consumption will be 2,699 gallons per day.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|

**Table 19**
**Water Consumption (gals/day)**

| Use | Unit | Factor | Generation |
|---|---|---|---|
| Existing Industrial/Manufacturing | 199,214 sq. ft. | 100 gallons/1,000 sq. ft./day | 19,921 gals/day |
| Proposed Project | 226,205 sq. ft. | 100 gallons/1,000 sq. ft./day | 22,620 gals/day |
| **Net Increase** | 26,991 sq. ft. | | 2,699 gals/day |

Source: City of Los Angeles CEQA Thresholds Guide

The project's expected increase in water consumption will be accommodated by the City's Water Division, which is projected to have an adequate supply of water to meet demand under any possible scenario. As a result, the potential impacts are considered to be less than significant.

| | | | | | |
|---|---|---|---|---|---|
| c. | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☐ | **X** |

**19c. Response:** ***(Source: FPEIR Figure 5.16-5 - Sewer Service Areas, Figure 5.16-6 -Sewer Infrastructure, Table 5.16-K - Estimated Future Wastewater Generation for the City of Riverside's Sewer Service Area, Table 5.16-L - Estimated Future Wastewater Generation for the Planning Area Served by WMWD , and Wastewater Integrated Master Plan and Certified EIR)***

**No Impact.** The project will not exceed wastewater treatment requirements of (Regional Water Quality Control Board). The project is consistent with the General Plan 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the General Plan 2025 Final PEIR). Further, the current Wastewater Treatment Master Plan anticipates and provides for this type of project. Therefore, **no impact** to wastewater treatment directly, indirectly, or cumulatively will occur.

| | | | | | |
|---|---|---|---|---|---|
| d. | Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☐ | **X** |

**19d. Response:** ***(Source: FPEIR Table 5.16-A – Existing Landfills and Table 5.16-M – Estimated Future Solid Waste Generation from the Planning Area,*** **Waste Management.** ***El Sobrante Landfill.*** **https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf, and CalRecycle.** ***Facility/Site Summary Details: Bandlands Sanitary Landfill.*** **http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0006/Detail/)***

**No Impact.** The City of Riverside contracts its services out to three different private companies for commercial and industrial uses. These three companies will transport the materials to the Badlands Landfill, located approximately 14 miles northeast of the project site. However, the trash hauler can also use other County landfills in the area such as the Lamb Canyon Landfill and El Sobrante landfill. The Badlands Landfill presently accepts up to 4,800 tons per day of solid waste. This landfill has a remaining capacity of 15,749,799 cubic yards of waste. The El Sobrante Landfill is a Class-III landfill that currently accepts up to 70,000 tons per week. This landfill has a remaining capacity of 209 million cubic yards. The increase in the amount of solid waste that will be generated will be accommodated by the aforementioned landfills. Therefore, **no impact** to landfill capacity will occur directly, indirectly, or cumulatively.

| | | | | | |
|---|---|---|---|---|---|
| e. | Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | **X** |

**19e. Response:** ***(Source: California Integrated Waste Management Board 2002 Landfill Facility Compliance Study)***

**No Impact.** The proposed project must comply with the City's waste disposal requirements as well as the California Green Building Code and as such would not conflict with any Federal, State, or local regulations related to solid waste. Therefore, **no impacts** related to solid waste statutes will occur directly, indirectly, or cumulatively.

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **20. WILDFIRE** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | **X** |
| **20a. Response:** ***(Source: Google Earth. Website Accessed November 26, 2018.)*** **No Impact.** The proposed project site is located within an urbanized area and no areas containing natural vegetation is located near the project site. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. All construction staging and queuing must occur on-site. In addition, all trailer drop offs and loading will occur on-site. As a result, **no impacts** will occur. | | | | |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | **X** | ☐ |
| **20b. Response:** ***(Source: Google Earth. Website Accessed November 26, 2018.)*** **Less than Significant Impact.** The project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. The project site is located 1.80 miles to the southwest of the Box Springs Mountains; 3.30 miles southeast of the Jurupa Hills; and 15 miles south of the San Bernardino Mountains. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be **less than significant**. | | | | |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | **X** | ☐ |
| **20c. Response:** ***(Source: Google Earth. Website Accessed November 26, 2018)*** **Less than Significant Impact.** There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the 2016 Building Code and the City Fire Department's recommendations which would reduce the risk of fire. The project Applicant is currently involved in the manufacturing of beauty and skin care products. Various materials such as liquefied petroleum gas and other VOCs are used, stored, and transported to the site and will continue to be used, stored, and transported to the site once the project is complete. The project Applicant will continue to adhere to all local and State fire protection regulations. The Applicant will continue to work under the oversight of the Environmental Protection Agency as well as under the Department of Transportation. Continual correspondence and adherence to all federal, local, and state government regulations governing the handling, use, transport, and storage of hazardous materials will reduce the risk of fire to levels that are considered to be less than significant without mitigation. The proposed project, like most development in the City, may be subject to pollutant concentrations from industrial, gas line, or chemical fires due to the project site's proximity to active industrial users. As a result, less than significant impact will occur. | | | | |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☐ | **X** |
| **20d. Response:** ***(Source: Google Earth. Website Accessed November 26, 2018)*** **No Impact.** There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project site and surrounding areas are developed and are covered over in pavement and concrete. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no will occur. | | | | |

| ISSUES (AND SUPPORTING INFORMATION SOURCES): | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **21. MANDATORY FINDINGS OF SIGNIFICANCE.** | | | | |
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☐ | **X** | ☐ |

**21a. Response:** ***(Source: General Plan 2025 – Figure OS-6 – Stephen's Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7 – MSHCP Cores and Linkages, Figure OS-8 – MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2 – MSHCP Area Plans, Figure 5.4-4 - MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6 – MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7 – MSHCP Criteria Area Species Survey Area, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2 - Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas, Figure 5.5-1 - Archaeological Sensitivity, Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D, Title 20 of the Riverside Municipal Code )***

**Less Than Significant Impact.** Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be **less than significant**. Additionally, potential impacts to cultural, archaeological, and paleontological resources related to major periods of California and the City of Riverside's history or prehistory were discussed in the Cultural Resources Section of this Initial Study, and were found to **be less than significant**.

| | | | | |
|---|---|---|---|---|
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | ☐ | ☐ | **X** | ☐ |

**21b. Response:** ***(Source: FPEIR Section 6 – Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)***

**Less Than Significant Impact.** Because the project is consistent with the General Plan 2025, no new cumulative impacts are anticipated and therefore cumulative impacts of the proposed project beyond those previously considered in the GP 2025 FPEIR are **less than significant**.

| | | | | |
|---|---|---|---|---|
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | **X** | ☐ |

**21c. Response:** ***(Source: FPEIR Section 5 – Environmental Impact Analysis for the General Plan 2025 Program)***

**Less Than Significant Impact.** Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology and water quality, noise, population and housing, hazards and hazardous materials, and traffic sections of this IS and found to be less than significant for each of the above sections. Based on the analysis and conclusions in this IS, the project will not cause substantial adverse effects, directly, or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are **less than significant**.

**Note:** Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; Sundstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal.App.3d
1337 (1990).

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# Attachment 1

# Graphics for the Environmental Analysis

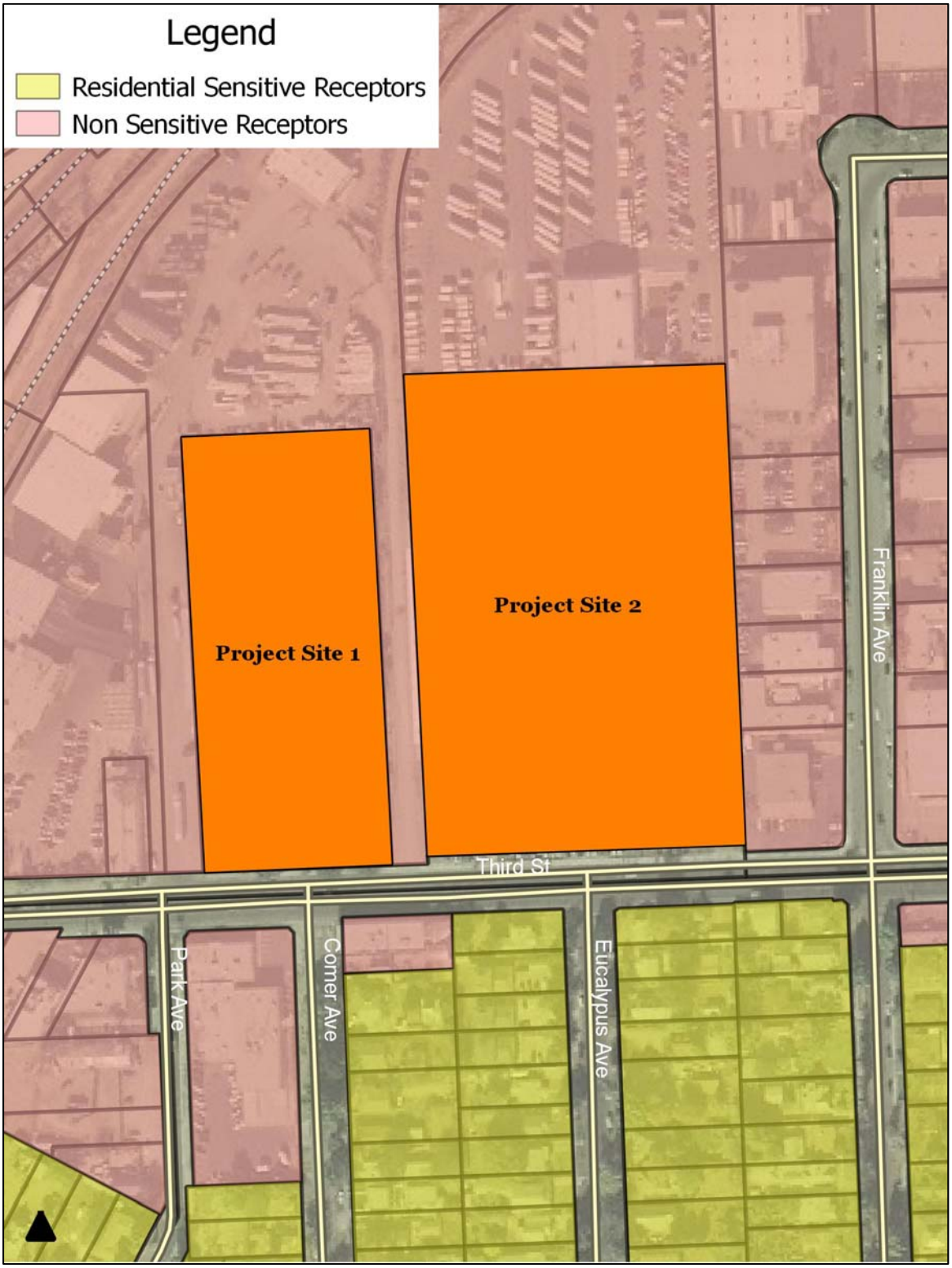
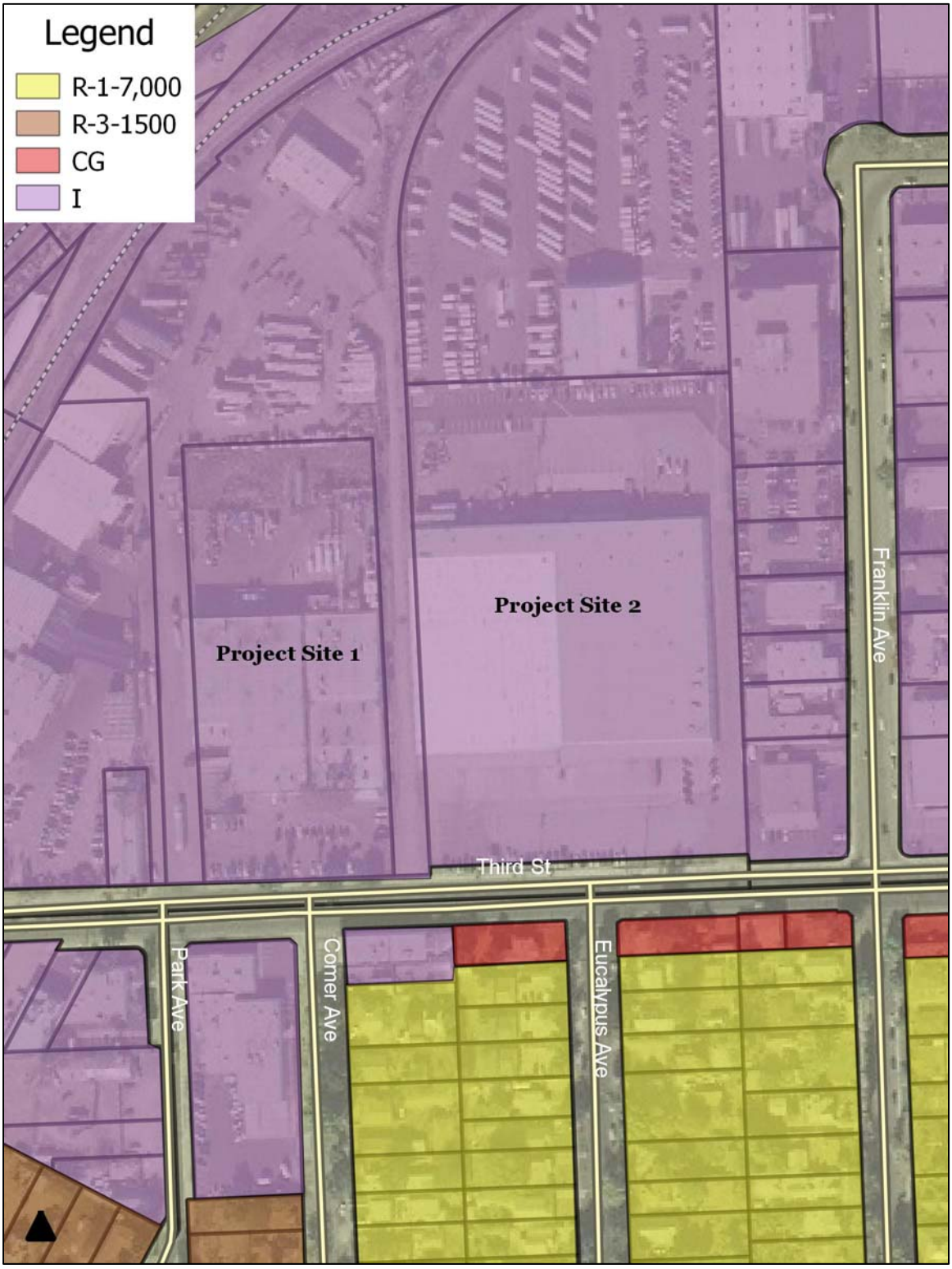
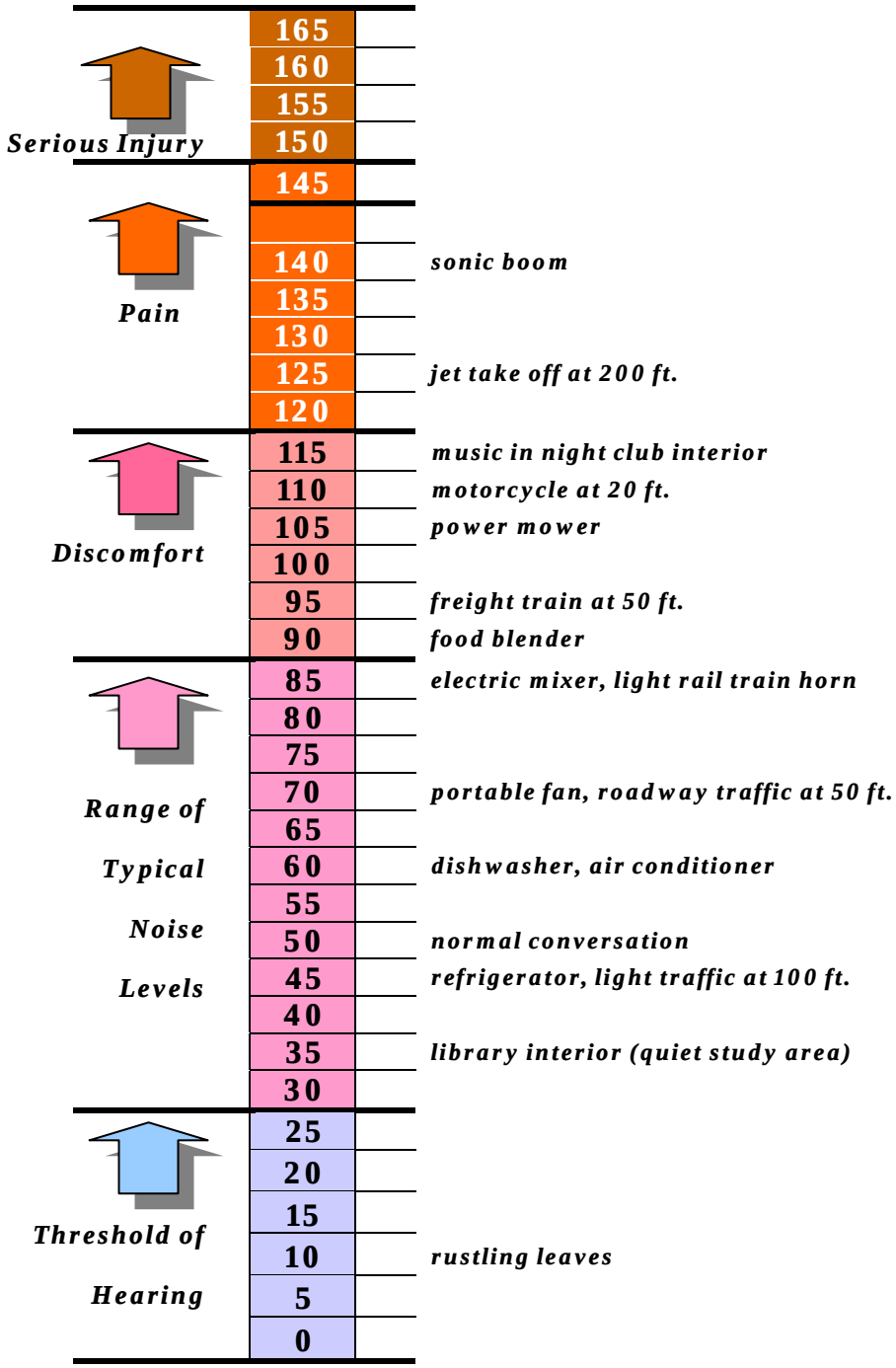



**EXHIBIT 1**
**SENSITIVE RECEPTORS MAP**
**Source: Quantum GIS**

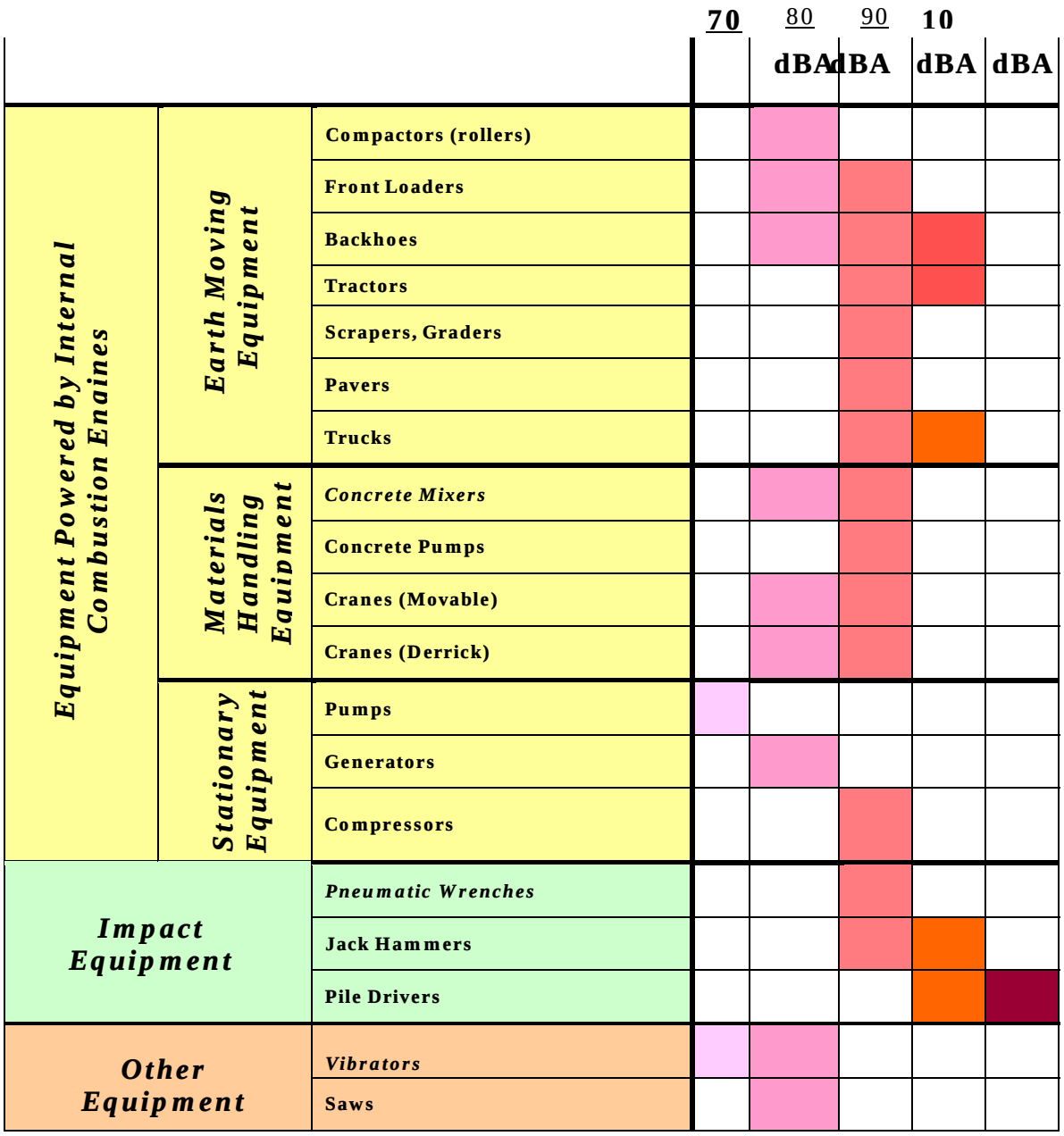



# EXHIBIT 2
## LAND USE MAP
**SOURCE: QUANTUM GIS & THE CITY OF RIVERSIDE**



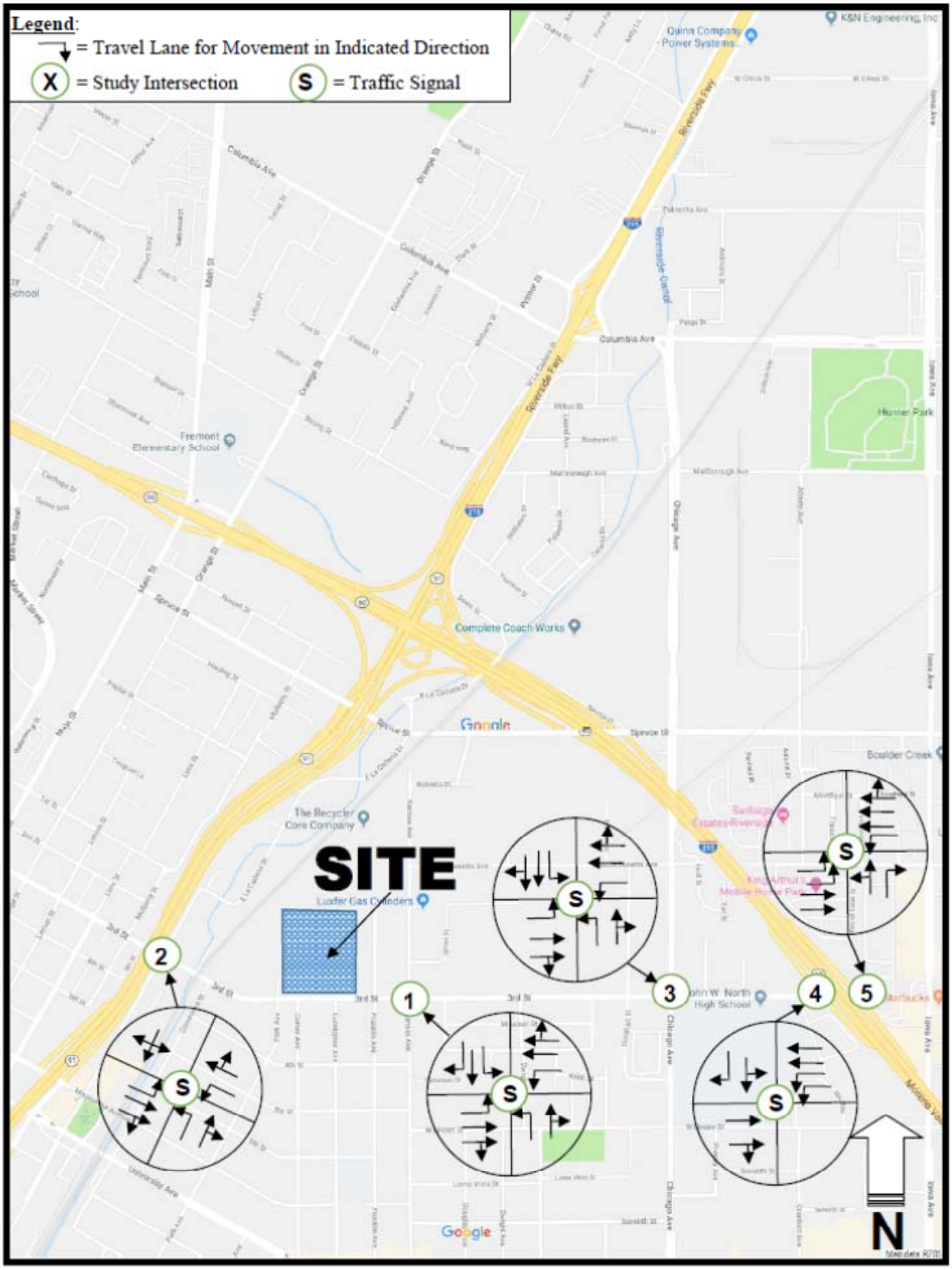

## EXHIBIT 3
## TYPICAL NOISE SOURCES AND LOUDNESS SCALE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

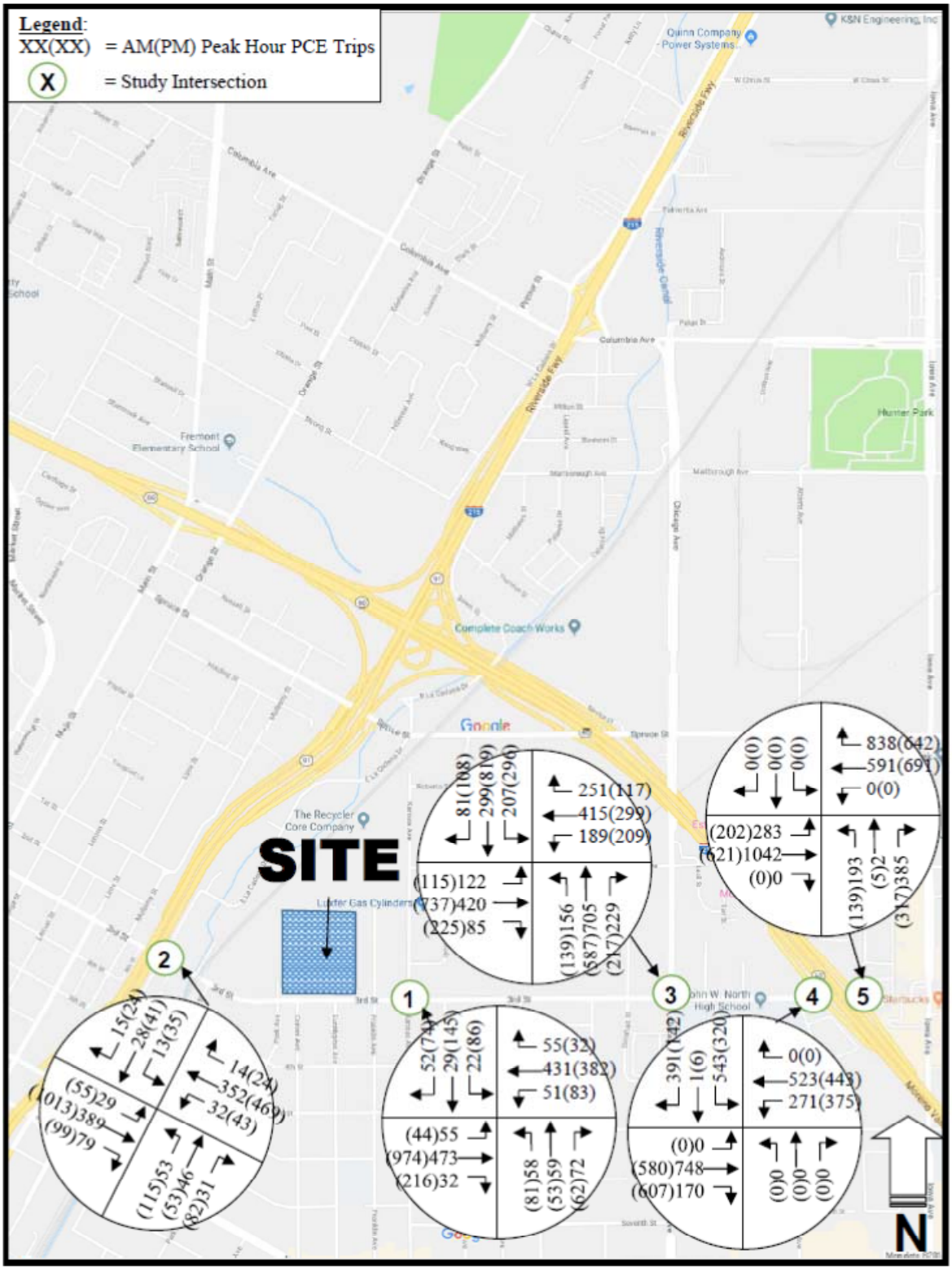



## EXHIBIT 4
## TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning



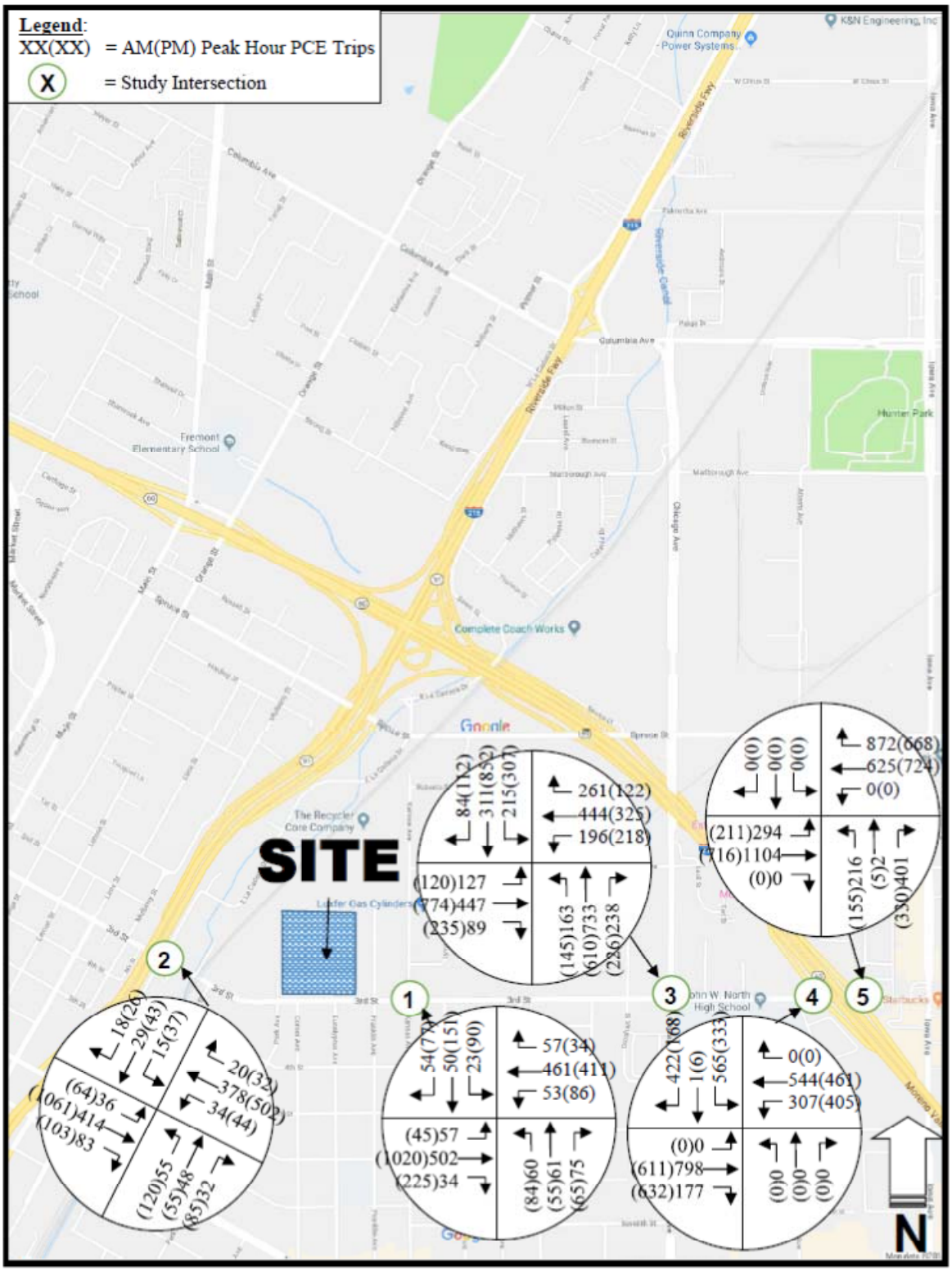

# EXHIBIT 5
## EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS
**Source: Crown City Engineering**




# EXHIBIT 6
## EXISTING 2018 TRAFFIC VOLUMES AT KEY INTERSECTIONS
**Source: Crown City Engineering**


# EXHIBIT 7
## RELATED PROJECT LOCATIONS & DISTRIBUTIONS OF TRIPS

**Source: Crown City Engineering**




# EXHIBIT 8

## FUTURE 2020 PRE-PROJECT TRAFFIC VOLUMES AT THE STUDY INTERSECTIONS

**Source: Crown City Engineering**


# EXHIBIT 9
## PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION

**Source: Crown City Engineering**

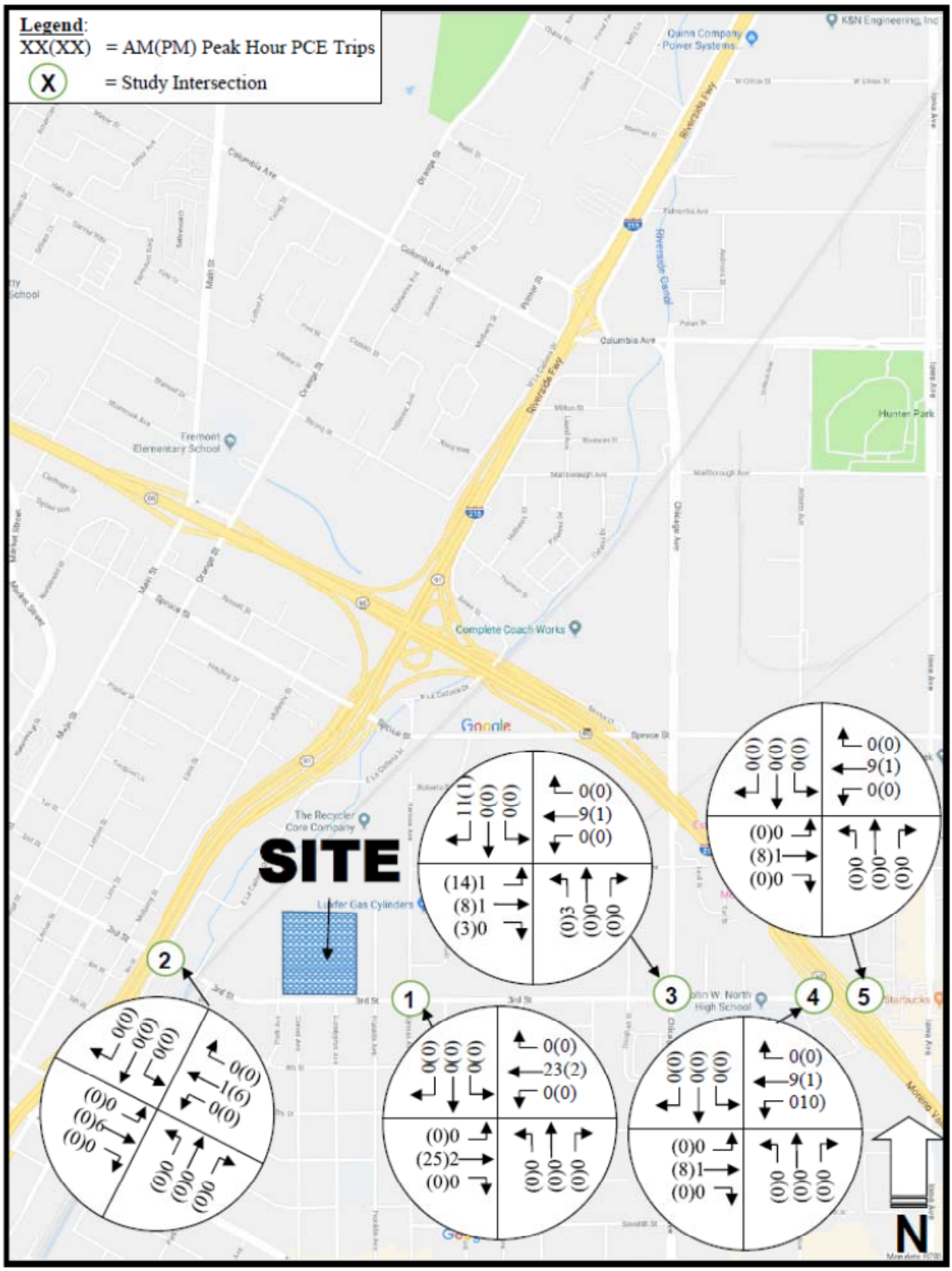



**EXHIBIT 10**
**PROJECT TRAFFIC VOLUMES AT KEY INTERSECTIONS**
**Source: Crown City Engineering**

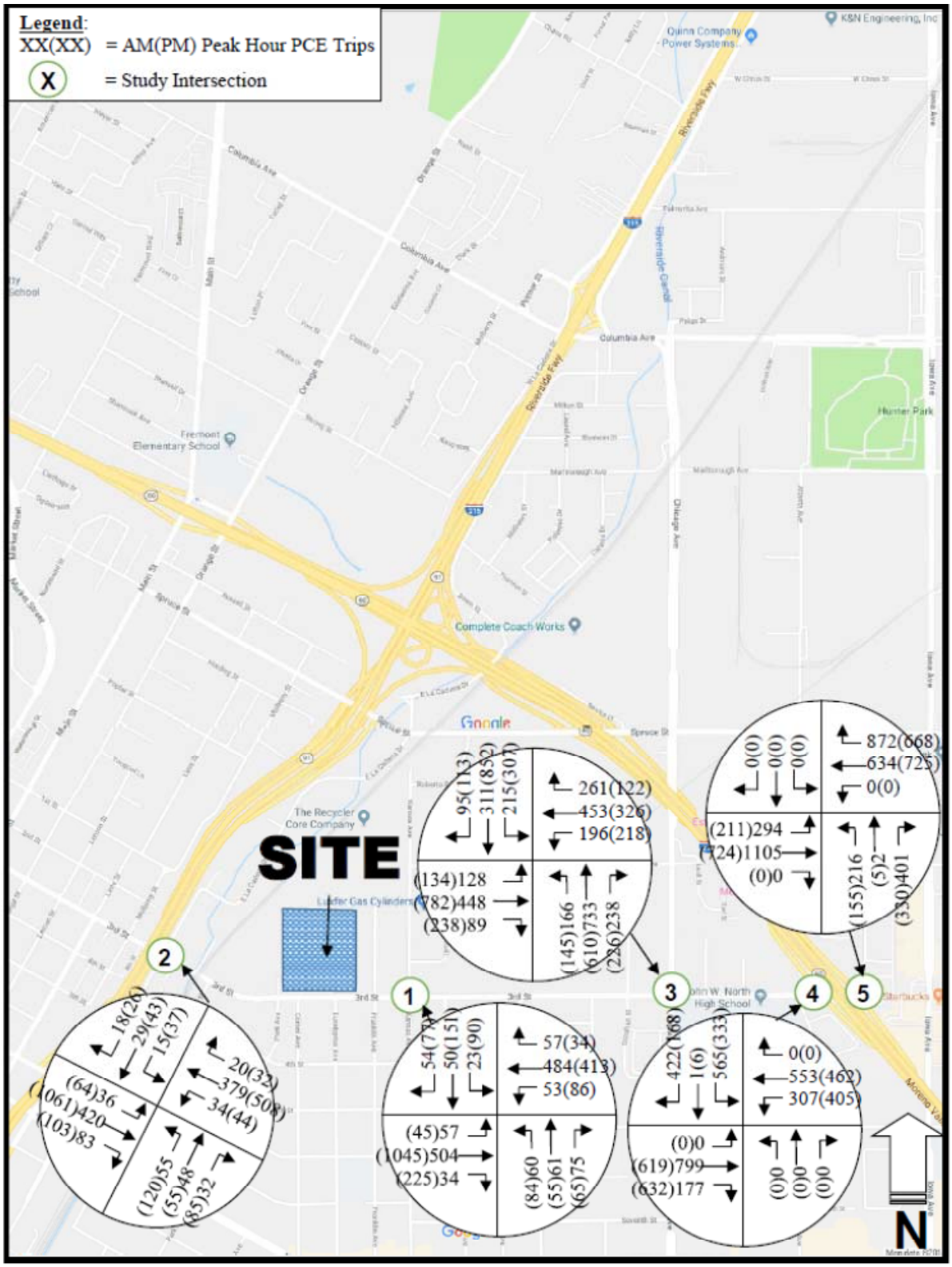



**EXHIBIT 11**
**FUTURE 2020 POST-PROJECT TRAFFIC VOLUMES**
**Source: Crown City Engineering**